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"THE FUN O' THE FAIR."

AN EFFORT WORTHY OF SUPPORT.

"The Fun O' the Fair, the fete organised by the Hongkong Women's Guild and the Ministering Children's League which is to be held at Lee Gardens to-day promises to be one of the most ambitious undertakings of its kind ever seen in Hongkong. Active preparations have been made during the last few months and to-day will see the culmination of the efforts of the many people who have worked diligently to make this "Fun O' the Fair" worthy of the utmost support of the Hongkong public.

It is interesting to note at this time that a branch of the Ministering Children's League was introduced in the Colony many years ago by Lady May, and in 1920 the Hongkong Women's Guild was founded and united with it. Since that date both have continued their combined work of service and help by providing entertainments to raise funds which are distributed annually among the various charities.

The principal of these in Hongkong are the French Convent Hospital, the Italian Convent Hospital, the Nethercole Hospital, the Ying Wa Girls' School, the Baxter Mission, the Village School Fund, the Fairlea School, the Victoria Home, the Blind Home at Kowloon, the Hongkong Benevolent Society and the Home for Aged Poor, Kowloon.

The principal charities at Home to which donations are made are the following:—the M. C. L. Cots at Ottershaw, the Trafalgar Home for Orphans, the Royal Soldiers' Daughters' Home, the Orphan Homes of Scotland, (Quarrier's), the Imperial Merchant Service Guild, the Evelyn Hospital for Children, the London Hospital Children's Ward, the Officers' Families' Fund, the Society for Providing Homes for Waifs and Strays and the Shaftesbury Homes and "Arethusa" Training Ship.

The Local Officers.

The following are the officers of the Hongkong Women's Guild and Ministering Children's League.

Patroness: Lady Clementi, M. B. E.

President: Mrs. W. T. Southorn. Hon. Treas: Mrs. D. W. Tramm.

Hon. Sec.: Mrs. T. H. King. General Committee: Mrs. Pearson, Miss Atkins, Mrs. Tompkins, Mrs. Crappell, Mrs. Robinson, Miss Newsholme, Mrs. Noll (vice Mrs. Murdoch), Mrs. Wolfe, Miss Woo, Mrs. Hornell, Mrs. Franks and Mrs. Smalley.

The organising secretaries for "The Fun O' the Fair" are Mrs. T. H. King and Mr. Peter Pau.

The Fair will be opened this afternoon at 3.45 by Lady Clementi and from then onwards there will be a round of entertainments and attractions to satisfy even the most ardent searcher after variety. The Fair will be in full swing until midnight.

A Few of the Attractions.

To discuss side shows for a moment. In addition to the various stalls which will prove of interest to seekers after useful and reasonable priced articles, there will be many of the old side shows rarely seen in Hongkong but extremely popular in earlier days. The men, and perhaps the ladies too, will have an opportunity of trying their skill at knocking coconuts from their sandy beds, and of testing their skill on the shooting range.

Punch and Judy will also amuse visitors to the Fair in another corner of the ground, while elsewhere donkeys will be available to give visitors memories of days spent at seaside resorts. Mention might also be made of the dragon procession, the conjuring, and the firework display; of the football kicking side-show, the clock golf, the chute, and the numerous other things which have been prepared for entertainment. When the visitor tires of the side shows there will be concerts

to give another touch of variety. These will be provided by the Quarry Bay Juvenile Dancers, and Mrs. Russell Brown's concert party. In the evening, dancing to Whitey Smith's orchestra in the ballroom. Throughout the afternoon and evening, music by military bands, refreshments both European and Chinese and other things which the visitor will readily find himself interested in. The Fair will culminate with a fireworks display and by the massed bands playing "1812".

The programme will be found to be a comprehensive one, a map showing where each attraction is to be found.

The Pipe Music.

The following is the programme of pipe music which will be played during the Fair:

Pipers of the Scots Guards.

March, The Highland Wedding.
March, Farquhar MacRae.
Strathspey, Lady Loudon.
Reel, Grey Bob.
March, Lord Lovat.
March, Auchmountain's Bonny Glen.

Mr. McIntosh, Pipe Major.

The K. O. S. Borderers.

March, The Siege of Delhi.
March, Daft Donald.
Strathspey, The Market Place.
Reel, The Piper o' Drummond.
March, The Portree Men.
March, The Rustic Bridge.
Inverness.

Mr. W. Mackie, Pipe Major.

Pipers of the Cameronians.
March, Scotland's Ma' Ain Name.

March, Lady Mary Ramsay.
Strathspey, Marquis of Huntley.
Reel, Tail Tiddle.
March, Lochanside.
March, Donald Dhu.

Mr. H. Eadie, Pipe Major.

Music by the Queen's.

The following is the programme of music to be played by the band of the 1st Battalion the Queen's Royal Regiment, by permission of Lieut. Col. R. G. Clarke, C.M.G., D.S.O., and officers. The band will be conducted by Band Sergeant E. Manley, and will play from four to five o'clock.

Grand March, "The Entry of the Gladiators," (Fucik).
Selection, "Carmen," (Bizet).
Waltz, "Because I love you," (Florio).
"Serenata," (Toselli).

Fox Trot, "Since I found you," (Davis).
Fox Trot, "Hello Bluebird," (Donaldson).

Selection, "Sunny," (Gershwin).
Regimental March, "Braganza."

The K. O. S. B. Band.

The full military band of the 2nd Battalion the King's Own Scottish Borderers, by permission of Lieut. Col. L. J. Comyn C.M.G., D.S.O., and officers, will play the following music under the conductorship of Mr. W. H. Fitz-Earle, A.R.C.M.

March, "Cleopatra," (Mancinelli).
Overture, "Marrinella," (Fucik).
Serenade, "La Paloma," (Vradier).

Galop, "The Post Horn," (Koenig).
Selection, "The Gondoliers," (Sullivan).
Descriptive, "In a Monastery Garden," (Ketelbey).

Selection, "Yvonne," (Gilbert).
"Blue Bonnets o'er the Border."

The Cameronians.

The following music will be played by the band of the 1st Battalion the Cameronians by permission of Major H. C. Hyde-Smith, D.S.O., and officers under the conductorship of Mr. Horace E. Dowell, L.R.A.M.

Overture, "Raymond," (Thomas).
Bell Gavotte, "Weymouth Chimes," (Howgill).
Bells—Eds. A. Lovick.

Selection, "Lilac Time," (Schubert).
Idyll, "Baby's Sweetheart," (Corri).

Selection, "The Desert Song," (Romberg).
Musical Sketch, "Ireland for Ever," (Myddleton).
Selection, "Talanthe," (Sullivan).
Pas Redouble, "True Blue," (Ellenberg).

The Cameronian Rant.

The Northamptonshire Band.

The band of the 1st Battalion the Northamptonshire Regiment, by permission of Lieut. Col. S. H. J. Thunders, C.M.G., D.S.O., M.C. and officers, conducted by Mr. W. Cresswell, L.R.A.M. will play the following music:

March, "The Desert Song," (Romberg).
Descriptive, "From a Russian Village," (Marsden).

(A) Approach of the Cossacks.
(B) Song of the Volga Boatman.
(C) Peasant Girls' Dance.
(D) The Sleigh Ride.

Selection, "The Vagabond King," (Friml).
Cornet Solo, "The Lost Chord," (a/c A. Green).

Sullivan.
Characteristic, "The Mill in the Black Forest," (Ellenberg).

Selection from "Sullivan's Operas," (arr. Godfrey).
Suite, "The Shoe," (Ansell).

(A) The Sabot.
(B) The Ballet Shoe.
(C) The Court Shoe.
(D) The Sandal.

(E) The Brogue.
Three Pieces, "A Coon's Day Out," (Baynes).

(A) Good Morning!
(B) Good Afternoon!
(C) Good Evening!

Selection, "Sullivan's Song," (arr. Hume).

Whitey Smith's Dance Music.

The programme of dance music to be played by Whitey Smith's Majestic Music Masters in the ball room will be as follows:

Fox Trot—Pugliacci.
Fox Trot—Red Lips.
Fox Trot—Just Once Again.

Waltz—Russian Lullaby.
Specialty—Mr. Jess Sommers.
Fox Trot—Two Little Words of Love.

Combination Fox Trot, Zulu Wall, Black Bottom, Maddy Water.

Specialty—Mr. Art Carneiro.
Waltz—Silver Moon.
Whitey Smith Himself—Song.

Fox Trot—One O'clock Baby.
Fox Trot—Little White House.

God Save the King.

Stalls and Side Shows.

The following is a list of helpers at the stalls.

Basket Stall: Mrs. Blair, Mrs. Way and Mrs. Thomson.

Tea Stall: Mrs. Finnigan, Mrs. J.R. Wood, Mrs. C.G. Alabaster, Mrs. Wang, Mrs. L. G. S. Dodwell, Mrs. Wolfe, Mrs. Frank Austin.

Mrs. Byrne, Mrs. Wylie, Mrs. Simpson, Mrs. Faid, Mrs. Tottenham, Mr. Peter Pau, Miss Drury, Miss Fothergill, Miss Westland, Miss Harston, Miss Bewley, Miss Carothers, Miss J. Carothers, Miss Boucher, Dr. Illiff, Mrs. Fieldhook, Miss M. Mason, Miss N. Acheson and Miss P. Jenns.

Naval Dockyard Branch: Mrs. Pearson and Mrs. Phillips.

Shooting Gallery: Capt. Whitworth, R.N.

Chute and Aunt Sally: Comdr. Byron, R.N.

Air balloons and flower competition: Mrs. Miles and Mrs. Phillips.

Police Branch Stall: Mrs. E. D. C. Wolfe, Mrs. P. J. Woodhouse, Mrs. T. H. King, Mrs. L. V. H. Booth, Mrs. Kent, Mrs. Alexander, Mrs. Angus, Miss Angus, Mrs. Baker, Mrs. Ellis, Mrs. Elston, Mrs. Hunt, Mrs. James, Mrs. MacDonald, Miss Betty Moss, Mrs. Russell, Mrs. Thorpe, Miss Kent and Miss Gatti.

Military Branch: Mrs. Robinson.

White Elephants: Mrs. Boylan-Smith, Mrs. Charles and Mrs. Joll.

Clock Golf: Capt. F. G. Legros, R. A. and Mr. Taylor, R. A.

Prison Branch Stall: Aunt Sally, coconuts, etc.: Mrs. Robertson, Mrs. Buchanan, Mrs. Calvert, Mrs. Fitzgerald, Mrs. Gressley, Mrs. Dedear, Mrs. Wiltshire,

Mrs. Merriman, Miss Razavi, Miss D. Wiltshire, Miss E. Wiltshire, and Miss F. Wiltshire. Messrs. Robertson, Buchanan, Pratt, Plunro, Collins, Selby, Jallett, Murphy, Brimblecombe.

Peak Children's Club Stall: Mrs. Noll, Mrs. Fielding, and Mrs. Sandes.

Theatre Entertainment: Mrs. Cornaby, Mrs. Charles, Mrs. Grimble, Mrs. Marcel, Mrs. Murray, Mrs. Hall, Mrs. Davenport Brown, Miss Carruthers, Miss Ellaby, Miss Mitchell, Mr. D.M. Ryecroft, Mr. Marcel, Mr. Lucy, Mr. Urwick, Mr. Payton-Reid, Captain Doyle, Captain Laurie, Captain Hinchcliffe, Surg. Lieut. Bradfield.

Band: "The Members of the Winsome Winnie's Band."

Dancing: Miss Mitchell's pupils, Helen and Lola Paterson, Caroline and May Braga, Joan and Joyce Paterson, Olivia Mathews, Margery Lammert, Joyce Crapnell, Shiona Mackiehan and Isa Lammert. Pianist: Miss M. Ashwell.

American Candy stall: The Kandy Kids, Run by Mrs. Meyer, assisted by all the American ladies. Mrs. Benson in charge of decorations, Mrs. Tracy in charge of orders, Mrs. Gibson, Mrs. Fowle, Mrs. Duclos, Mrs. Grantham, Mrs. Sanger, Mrs. Browne, and Mrs. Shultz in charge of selling.

Bellios School's Stall: Lucky Ring, Miss Newsholme, Miss Hughes, and Miss Hung, assisted by the Misses Lopes, Tso, Yuen, Samy, L. Lopes, Wei, Chan, W.M. Chan, Po Shim, Wong, Tsang, Young, Tam, Cheung, Pul-in, Cheung Tsui Kam, Leung, and Mesdames Yin, Gutierrez, and Lam.

St. Stephen's Girls College: Miss Atkin, staff and students of St. Stephen's College and Fairlea School.

Quarry Bay Juvenile Highland Dances: Betty Bone, J. Craig, J. Cunningham, G. Spiers, and J. Stewart. Trained by Mr. and Mrs. Craig.

The Baby Stall: Mrs. Roffey, Mrs. Redmond, Mrs. Branson, Mrs. Gilmore, Mrs. Leggett.

Ice Cream Barrow: Mrs. Millard, and Miss Nancy Hornell, and Messrs. W.L. Smith, A. Gordon, E.A. Simon and R. Macintyre.

Balloons: Mrs. Blackwell.

University Branch: Mr. Peter Pau, Cigarette Stall.

Victoria Branch: Mrs. H.K. Holmes, Woolies Stall.

Various: "Basket" Stall: Mrs. Blair.

M. C. L. "3" Stall: Miss Woo, M.B.E.

Donkey Rides: Miss J. Ho Tung, Dragon Procession, Chinese Conjurors, Fireworks, and Punch and Judy, Mrs. Lee Hy-san.

Guessing Competitions, Ranger Guides, Miss Bedford.

Motor Car Raffle. (Presented by Capt. F. Baylis) Capt. Jacobs-Larcom, R.E. and Mr. Richard Lee.

Guard of Honour provided by Boy Scouts and Girl Guides.

First Aid Detachment provided by St. John Ambulance Brigade.

The Chinese Restaurant.

The following delicacies comprise the menu to be offered at the Lee Garden Chinese Restaurant.

Kai Yung Yu Chi, Shark's Fin Soup.

Kwa Lo Ap, Fried Duckskin.

Ng Lau Shek Pan, Fried Garoupa.

Tung Kwa Chung, Whole Melon Soup.

Tung Ku Tong, Mushroom Soup.

Chau Ha, Fried Prawns.

Yu Kap, Stewed Pigeons.

Kam Yan Tan, Gold and Silver Eggs.

In Wo Tong, Bird's Nest Soup.

Cha Chi Fei Kai, Fried Chicken.

Hung To Min, Chicken Noodle.

Pei Tan, 1000 Year Old Eggs.

Kwo Chi Ap, Stewed Duck and Chestnuts.

Chau Fan, Fried Rice.

Ngai Chai Kai See, Special Chicken.

The general organisation of the Fair has been in the hands of Mr. Wynne-Jones, Mrs. T.H. King, and Mr. Peter Pau, assisted by Mrs. Sherveld, Mr. Richard Lee, and Mr. Lee Bak-hung.

QUEEN'S THEATRE



THE GRAND DUCHESS AND THE WAITER

THE MENJOU

EMILIO ST. CLAIR

A Paramount Picture

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ENGLISH, FRENCH, SPANISH, ITALIAN, GERMAN, ETC.

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"ONE DAM THING AFTER ANOTHER,"

"ON APPROVAL,"

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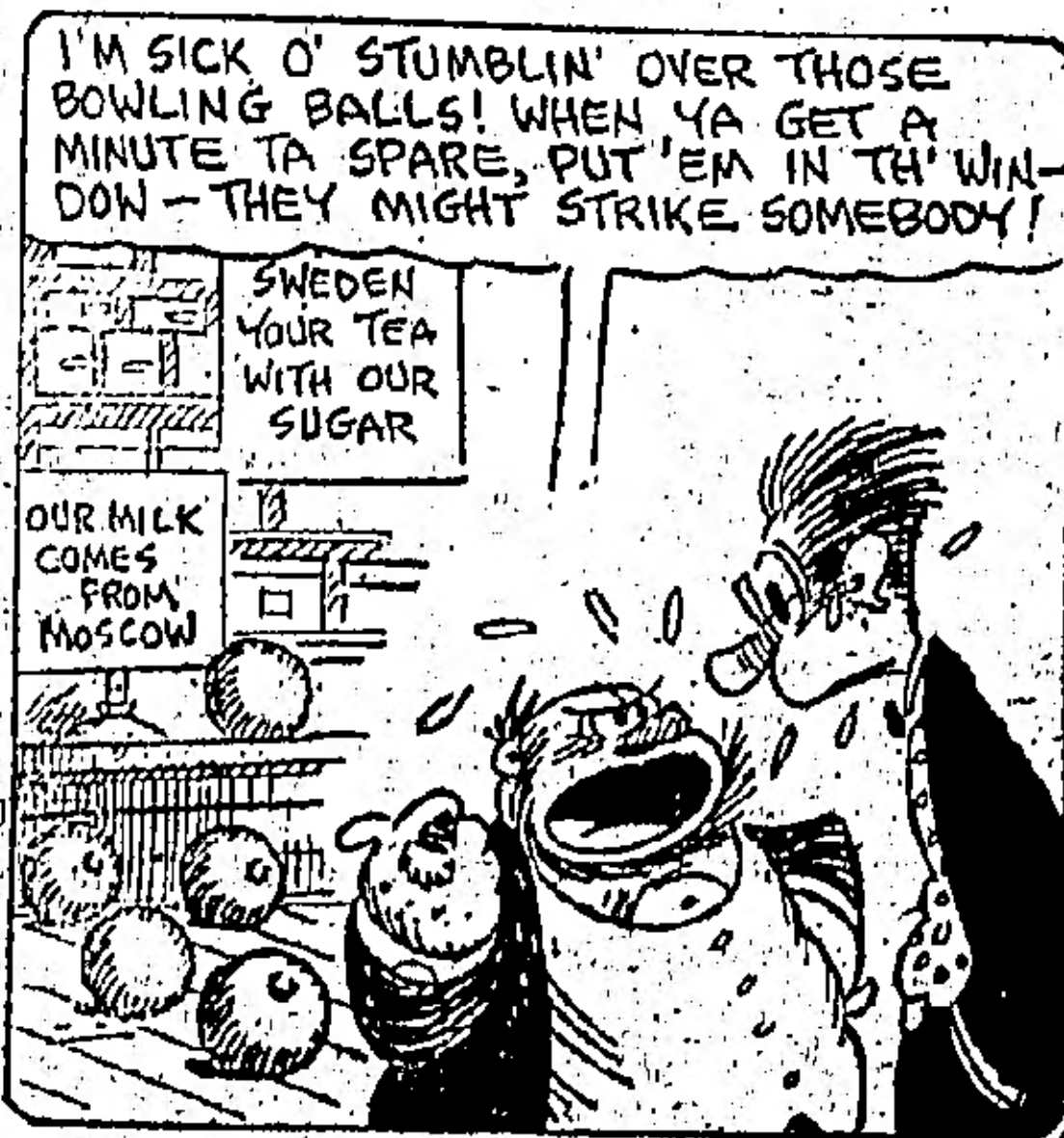
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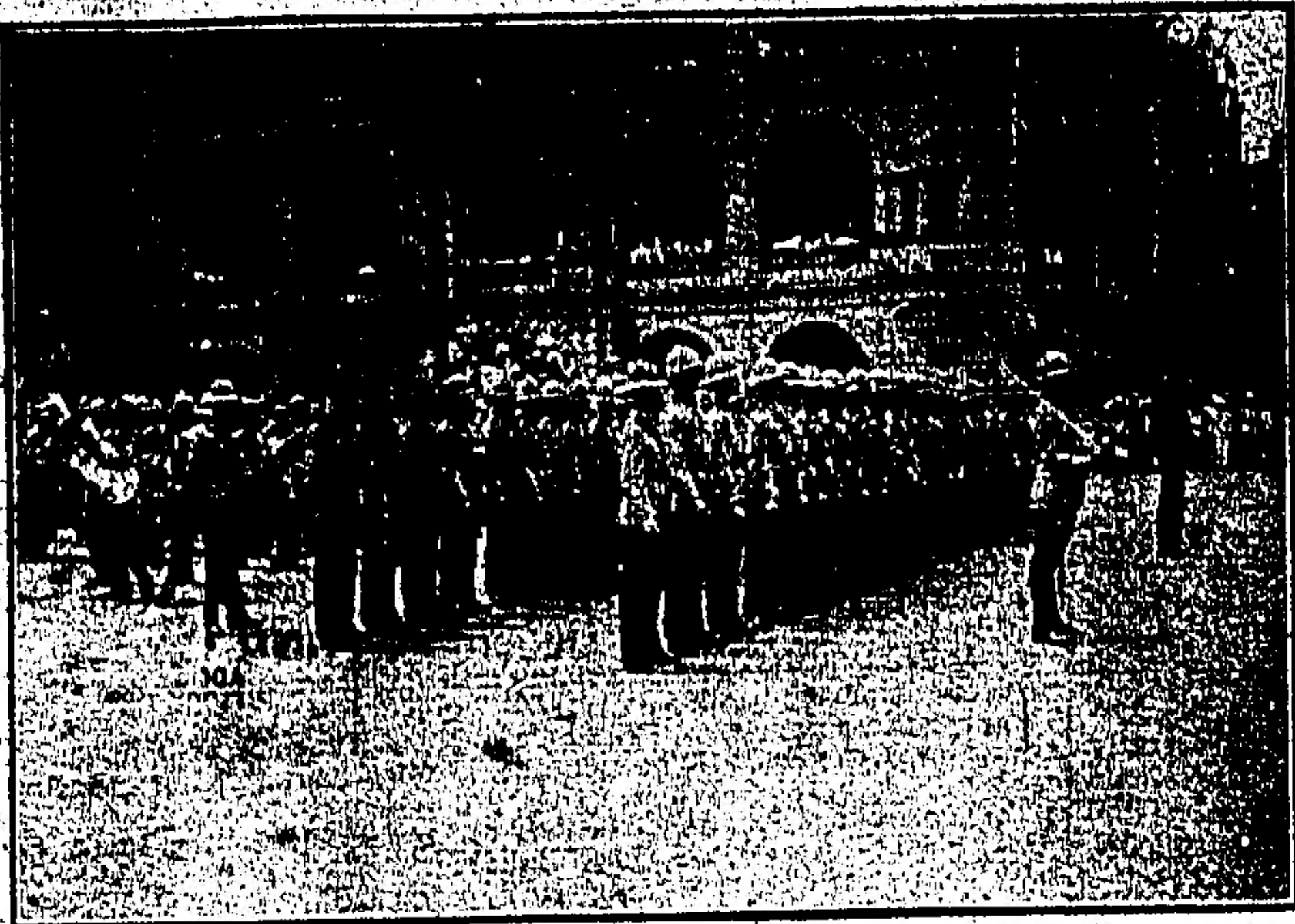
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It builds up the body, heals the lungs and tones up the system. Ask for

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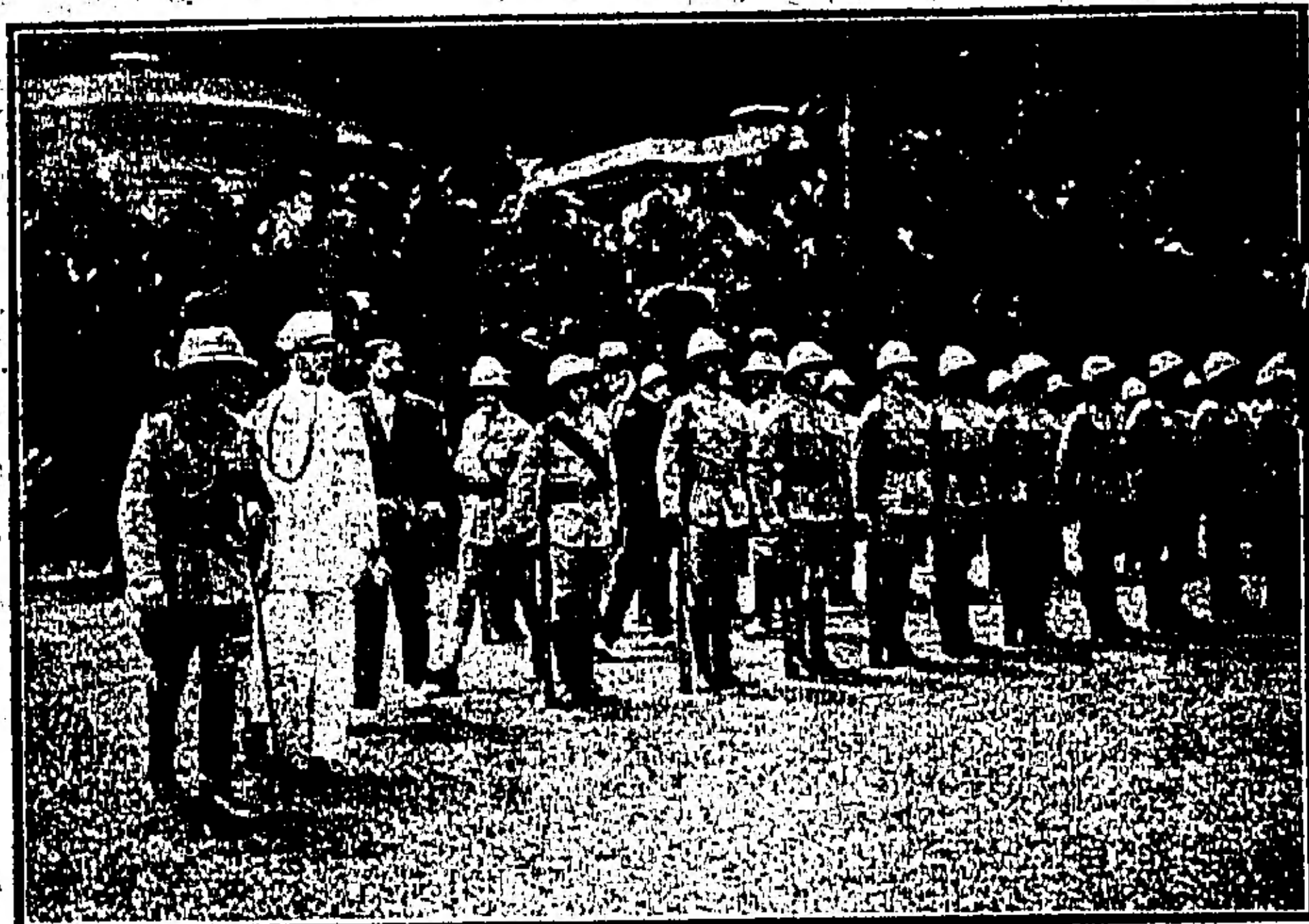




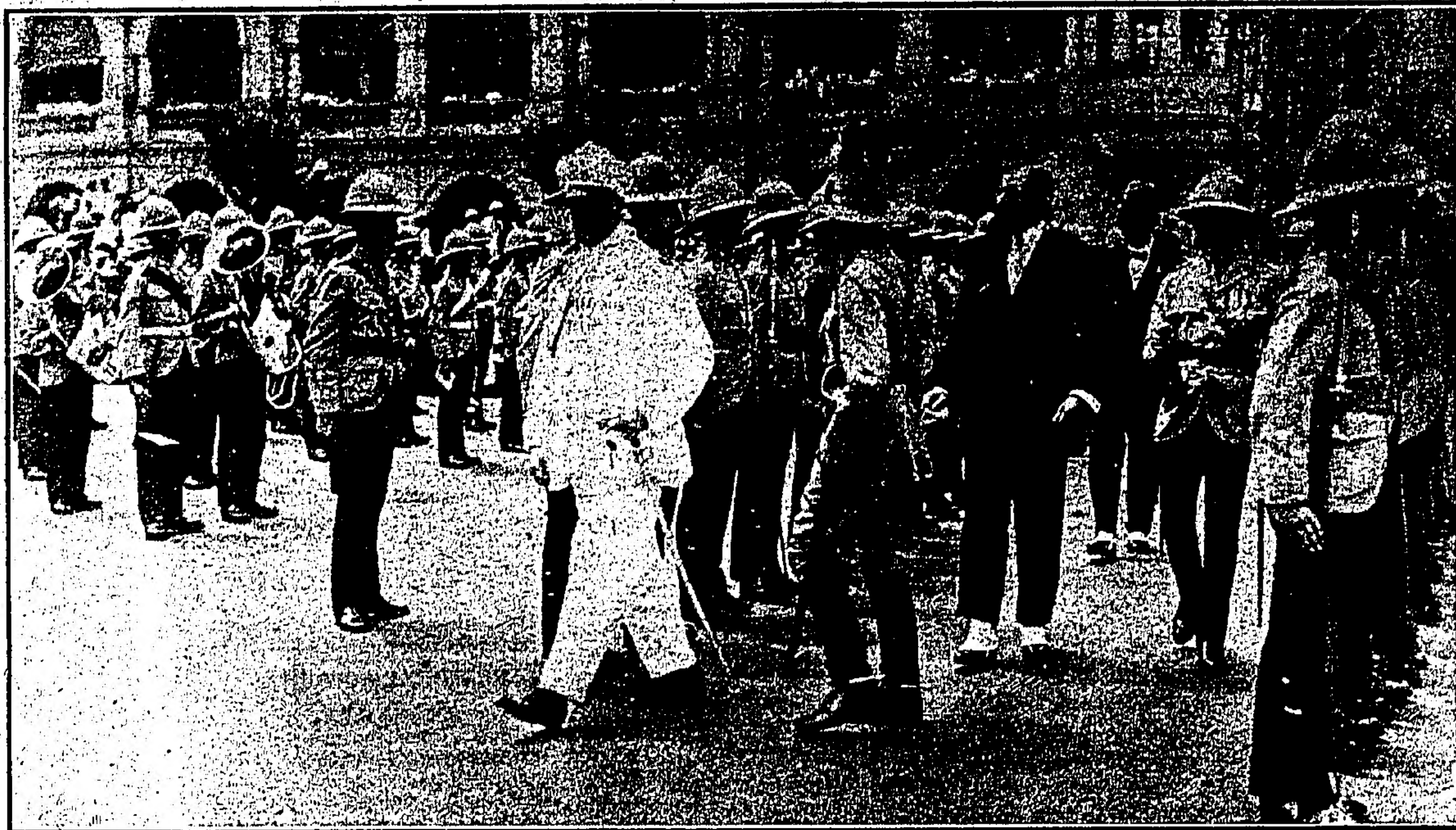
The Guard of Honour provided by the K. O. S. Borderers, awaiting the arrival of H. E. the Governor of Macao at Queen's Pier, last Saturday. (Photo: Mee Cheung).



A good close-up view of the distinguished visitor, H. E. the Governor of Macao, together with whom is seen H. E. the Governor of Hongkong, and (in rear), H. E. the General Officer Commanding and Col. Camyn, of the K. O. S. B. (Photo: Ming Yuen).



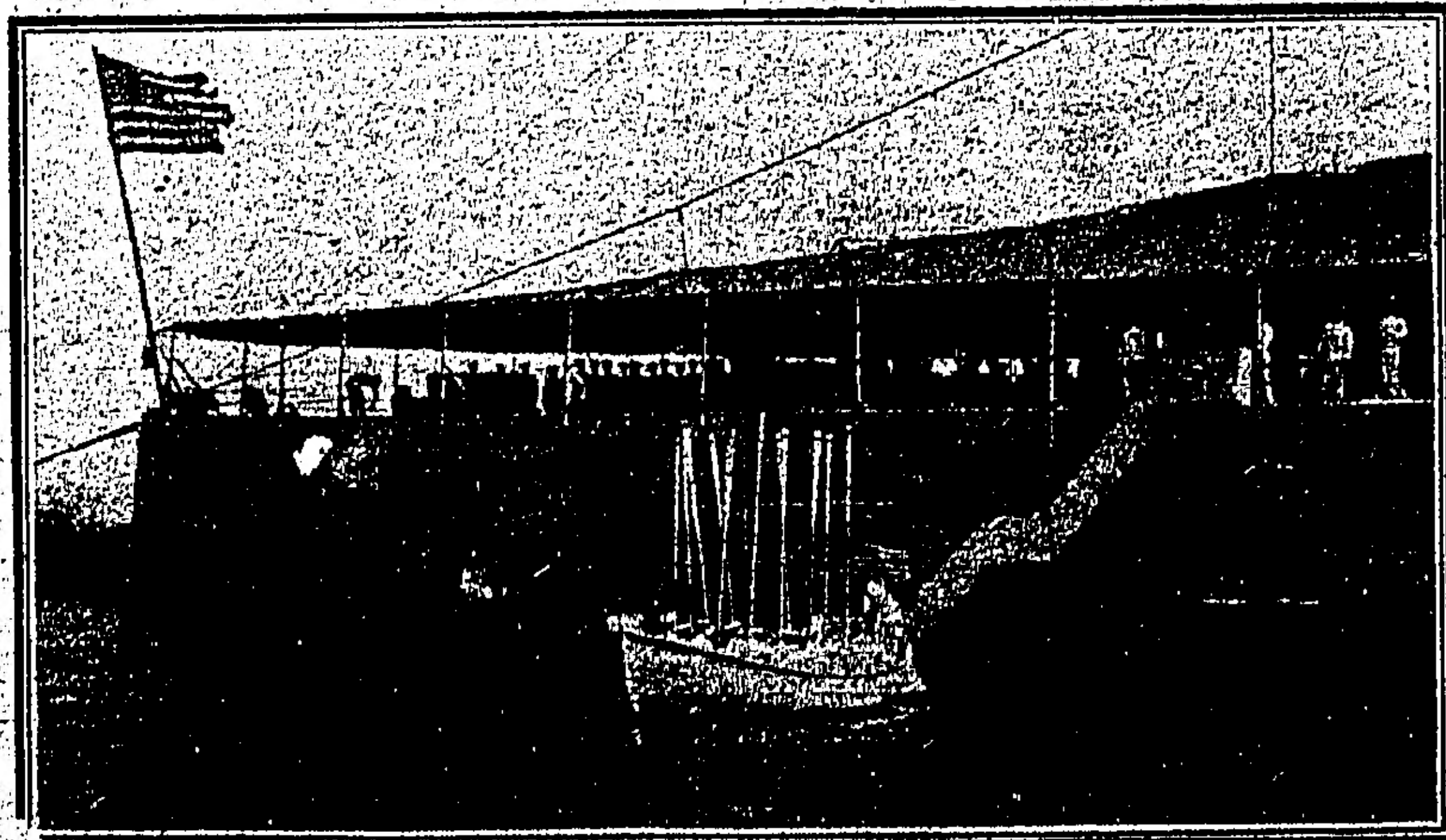
The above two pictures, showing the Guard of Honour provided by the Portuguese Company of the Hongkong Volunteer Defence Corps to H. E. the Governor of Macao, were taken at Government House on Saturday last. This was the first time such an event had taken place in the Colony. (Photo: Mee Cheung).



H. E. the Governor of Macao and H. E. the Governor of Hongkong are here seen inspecting the Guard of Honour provided at Queen's Pier on Saturday last, on the occasion of the official visit to this Colony of the former.



The above snapshot was taken at St. John's Cathedral on Wednesday, on the occasion of the marriage of Mr. J. A. Fraser and Miss Kathleen Mozley. Behind the bridal couple can be seen Sir Cecil and Lady Clementi and the Misses Clementi who acted as bridesmaids. (Photo: Ming Yuen).



Admiral C. S. Williams, leaving the flagship 'Pittsburgh,' at Shanghai after surrendering the command of the Asiatic Fleet to Admiral Mark L. Bristol.



Shoes

The K idea of foot comfort is a shoe that clasps the heel and instep snugly but leaves the toes to move naturally as you walk. If your shoes do not give you this comfort try a plus-fitting K, which has extra but unseen toe room. For instance, a plus 4 fitting K has normal heel and ankle, with extra and concealed room for the toes, while a plus 3 fitting has a normal forepart with a reduced heel to fit a slender ankle.

Remember, too, the better your shoes fit you the longer they will last.

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BOARD RESIDENCE.

FAMILY HOTEL.—Victoria Gardens. Quiet apartments and Suites of rooms. Full board from \$95, \$110, \$130, monthly. Large commodious rooms, also daily rates; five minutes from ferry, next new Hotel, Hankow Road, Kowloon, Tel K.357.

WANTED.

WANTED.—For local Shipping Office, European Lady Stenographer and Typist. Previous office experience essential. Apply Box 270, care of "Hongkong Telegraph."

SITUATIONS VACANT.

WANTED.—Immediately, by old established firm, male or female shorthand typist. Must be experienced, good at figures, and command good knowledge English and Cantonese for Interpreter work. Write stating past experience, last employment, age, nationality, and salary expected. Box No. 269, care of "Hongkong Telegraph."

MISCELLANEOUS.

MATSHEDS.—Owners wishing to rebuild their matsheds can obtain the best possible terms from YEE HOP. Matched builders for 20 years. There is less chance of your matshed blowing down IF WE BUILD IT. Address YEE HOP, 10, Tai Wong Lane, Wanchai.

OPPORTUNITY exists for tactful and refined lady to join as partner in private hotel venture on joint account basis. Advertiser will supply furniture and place. Central Office rooms or present vacant central flats required for use as living rooms immediately. For rent—Houses, Flats or rooms. Mid-level and Pokfulam. Furnished if required. Houses for disposal on part cash and instalment basis. Small Investors, Tel. C.4630.

FOR SALE.

FOR SALE.—Teakwood Steam launch, 50 feet long, condensing Engine, Hongkong License. Price \$3500.—Apply P. O. Box No. 615.

PREMISES TO LET.

TO BE LET.—Immediately, Second Floor, No. 38, Wyndham Street. Apply 2nd floor.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply Sang Kee, same building.

TO LET.—Office Rooms 2nd Floor, New Hongkong Bank Building. Apply Sang Kee, same building.

COMMODIOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

NEW ADVERTISEMENTS.

G. R. HONGKONG TECHNICAL INSTITUTE.

The Institute will re-open on MONDAY, October 3rd, students joining classes held at Queen's College will be enrolled at the Education Department only; those joining classes held at the Central British School, Kowloon, will be enrolled at that school. Entry forms may be obtained at the Education Department or the Central British School.

EX-ACTIVE SERVICE MEN'S ASSOCIATION, (1914-1918).

BATHING PICNICS.

The regular Bathing Picnics of the above Association will be held on Sunday, the 2nd October. Launch will leave Queen's Pier at 3 p.m. as usual.

THIS WILL BE THE LAST BATHING PICNIC OF THE SEASON.

A band will be in attendance.

NOTICE OF REMOVAL.

MESSRS. RAVEN AND BASTO. ARCHITECTS SURVEYORS AND ENGINEERS.

Are removing to Prince's Building top floor (Corner of Des Voeux Road Central and Ice House Street), as from the 1st of October. Lift entrance next Alexandra Cafe.

HONGKONG JOCKEY CLUB.

The Sixth Extra Meeting will be held (weather permitting) at Happy Valley on Saturday, 8th October, and Monday, 10th October, 1927, commencing at 2.45 p.m. on both days. The first bell will be rung at 2.15 p.m.

The charge for admission to the Public Enclosure will be \$1. per day for all persons including Ladies, Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at \$5. each per day up to Friday, 7th October, 1927.

The charge for admission for Ladies to the Members' Enclosure will be \$2. per day. Each member can obtain upon application to the Secretary, Badges for admission of 2 Ladies free of charge.

VICTORIA RECREATION CLUB.

V.R.C. Night Fete for Wed., 5th Oct. 1927, has been postponed.

440 yds. Free style open Championship of the Colony.

100 yrd. Breast stroke open Championship of the Colony.

Team race open Championship of the Colony.

The above Three races will be swam at the V.R.C. at 5 p.m. on Wednesday, 5th Oct. 1927.

Any necessary heats will be swam on Monday, 3rd Oct. at 5 p.m.

Entries close at 6 p.m. on Saturday, 1st Oct. 1927, and must be accompanied by an entrance fee of one dollar (\$1.00).

880 yds. Free style open Championship of the Colony.

880 yds. Free style Chinese race.

820 yds. Mok Challenge Cup are to be swam at the V.R.C. on Monday, 10th Oct. 5 p.m.

Entries will close on Sunday, 9th Oct. at 6 p.m., and must be accompanied by an entrance fee of one dollar (\$1.00).

The Chinese Harbour Race will be swam between 5 & 6 p.m. on Monday, 17th Oct. 1927.

The Ladies Harbour Race will be swam between 5 & 6 p.m. on Tuesday, 18th Oct. 1927.

The open Harbour Race will be swam between 5 & 6 p.m. on Wednesday, 19th Oct. 1927.

The entrance fee for these races is one dollar (\$1.00).

Parcels will be received at this Office until 5 p.m. the day before sailing. The contents and value of all packages must be declared. For further Particulars, Apply to—

MACKINNON, MACKENZIE & COMPANY.

Hongkong, 29th Sept., 1927.

POLAR CAKE

IT'S QUALITY THAT COUNTS

HONGKONG WOMEN'S GUILD AND MINISTERING CHILDREN'S LEAGUE.

FUN O' THE FAIR.

LEE GARDENS THEATRE.

SATURDAY, OCTOBER 1ST.

UG-UG THE OGRE.

A magical Pantomime expressed in grotesque shadows and Beautiful Silhouettes.

NOTICE.

I, the undersigned, have this day admitted to partnership in my firm, Mr. Paul Mary Hodgson, Solicitor, which firm hitherto carried on in my name will henceforth be carried on under the name of "TSO & HODGSON" at Pedder Building, 3rd floor, Pedder Street.

S. W. TSO.

Hongkong, 1st October, 1927.

HOUSES WANTED.

The Admiralty may be desirous of obtaining on a long lease houses on the Peak or May Road levels. The houses offered to have a minimum of two living rooms, and three large bedrooms. Will owners or agents kindly forward particulars of any available houses to the Officer in Charge of Works, H. M. Naval Yard.

CHURCH NOTICES.

TO-MORROW'S SERVICE.

St. John's Cathedral, Hongkong, October 2nd, 1927. 10th, Sunday after Trinity. Holy Communion, 8 a.m. Children's Flower Service, 10 a.m. Address by Rev. W. T. Featherstone, M.A., 11 a.m. Preacher: Rev. H. Copley Moyle, Holy Communion, 12 noon. Evensong, 6 p.m. Preacher: Rev. H. A. Wittenback. A Social Gathering will be held in the Cathedral Hall After Evensong Music and Light Refreshments.

Wesleyan Methodist Church, Queen's Road East, Wanchai (near Royal Naval Hospital). Sunday, October 2nd, 1927. Morning Service: 10.15 o'clock. Subject: "Bad Language."

Evening Service: 6.00 o'clock. Subject: "Jesus talks to a woman." Preacher at both services, Rev. J.C. Knight Anstey. Holy Communion at close of Evening Service. Meetings at Sailors' and Soldiers' Home Arsenal Street. Sunday: 3.00 p.m. Mr. May's Bible Class. 8.15 p.m. Chaplain's Hour. Monday: 3.00 p.m. Ladies' Church Aid Meeting.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject: "Unreality." Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address, open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of The Mother Church, The First Church of Christ Scientist, in Boston, Mass., U.S.A.

PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS, AND LONDON.

Through Bills of Lading issued For Batavia, Persian Gulf, Continental, American and South African Ports. The Steamship,

"ALIPORE" carrying His Majesty's Mails will be despatched from this port on or about THURSDAY, the 6th October, 1927, at 10 a.m., taking Cargo for the above Ports.

Silk, Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 5 p.m. the day before sailing. The contents and value of all packages must be declared. For further Particulars, Apply to—

MACKINNON, MACKENZIE & COMPANY.

Hongkong, 29th Sept., 1927.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction (on TUESDAY,

the 4th October, 1927,

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At No. 2, Inverness Terrace, Kowloon Dock, Hunghom.

A Quantity of Valuable Household Furniture,

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Chesterfield Couch and Chairs, Carpets and Rugs, Extension Dining Table, Dining Chairs, Sideboard with Bevelled Mirror, Dinner-Wagon, Crockery, Teak Bedstead with Mattress almost new, Teak Wardrobe with Mirror, Dressing Table, Wash Stands, etc., etc.

and

One Cottage Piano—almost new.

Catalogues will be issued.

On View from Monday, the 3rd October, 1927.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on MONDAY,

the 3rd October, 1927,

at 11 o'clock a.m.

at their Sales Room, Duddell Street.

85 Cases One-Eleven Cigarettes 50's.

14 Cases One-Eleven Cigarettes 20's.

21 Cases One-Eleven Cigarettes 10's.

1 Case Advertising Matter.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

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If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

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are hereby notified that the cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 1st October.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesday and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 7th October will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 21st October or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st October, 1927.

In the Bosnian village of Travnik, an Englishwoman named Miss Chester, who was visiting a friend, Mrs. Dickinson, went for a walk in the forest with a camera. A peasant's wife thought she was a sorceress and that she would bewitch her children. She and other women beat Miss Chester with sticks. Miss Chester cried out in English and the women believed that her words were "sorceress" language. The police had to protect her. Ten women in the village have been arrested.

The cultivation of Irish linseed from the fibre of which the famous Irish linen is manufactured is to be attempted in Canterbury, New Zealand, by the Lincoln College authorities with the assistance of the Agricultural Department.

THE VILLAGE INNS OF OLD.

WHERE ENGLAND CAN BE STUDIED.

How many foreign visitors in their travels through England think it worth while to spend an hour in a village inn? They might learn there more of England than in a hundred hotels. If they are taxed with neglect of this opportunity, they reply that they have been told—and by Englishmen—that village inns of the old sort are vanished, comments a Times correspondent. They imagine that the prosperity of major traffic has transformed them all and given them all garages and hall porters. This may be true of many on the main roads, for if there is not a hall porter there is often a tea-garden attended by waiters in stiff white shirts and supplied with cakes of urban manufacture. To these places the natives, or the men of the country, seldom repair; nor are they often to be found in Ye Olde Hostel where, in surroundings of self-conscious antiquity, oak beams, elaborately blackened, look out upon a vanity of copper that no cook will ever use again. But, for all that, village inns still exist and are open to the stranger who seldom comes. There is nothing picturesque about most of them and nothing consciously picturesque about any. A traveller who asked for food, other than bread and cheese would fare badly and be a cause of consternation and suspicion that he may have spirits, beer, tobacco, and snuff, and he would be wise to demand no more. As he enters the glances of those already present warn him that he is a new member of a traditional club. He must observe the tradition—follow the etiquette. It will be proper for him to say "Good day," to carry his tankard to a place a little (but not too far) apart, and to wait until he is spoken to.

For some time no one will speak to him. No one, indeed, will speak at all. He will have leisure to observe the game of darts hanging beside a royal portrait, and to notice that, on a slate where the names of players and their scores are written in chalk, the names are faded and the scores are fresh—for, in a club where the same men play together evening after evening, why should names ever be rubbed out? Silence will continue until an empty mug is imperatively ground and the landlord's face appears in reply.

Your Will Known.

No order is given; the will of each customer is known and obeyed; and it may be that the visitor, confronted by this trappings ritual, is for a moment embarrassed. Into what privacy has he intruded? Will no one speak again until he is gone? But, just as he is beginning to despair, some one will test his opinion of the weather. Of this he should display no profound knowledge, for sages have not a love of being challenged, but he may perhaps discreetly say something of the condition of crops in the district (not too far away lest his remarks be meaningless) from which he has come. From agriculture it is easy to proceed to politics, from politics to the newspapers, from the newspapers to mankind. He will find that his fellow-clubmen have the strongest possible views on those examples of mankind whose deeds or misdeeds are at the moment being publicly discussed.

These gentlemen whose names appear beside the dart-board think for themselves. They have an almost truculent independence; they delight in disagreeing with opinion established. They differ violently and contemptuously, as experts will, and a stranger, listening to them, may hear debated a variety of English opinion which, whatever its errors, is at least not ready-made. But let him beware how he throws into discussion a new fact that may disconcert the club. They will only decide that he is a liar and begin silently a game of darts in which he will not be invited to join. It is his duty, as one that comes from foreign parts, to be a humble listener. If he performs it, it will then be his privilege to discover that there is tradition elsewhere than in the old taverns of the City, that there are chairs older than any in which Dr. Johnson is reputed to have sat, and that in those chairs are uttered to this day opinions as vigorous as any of the Doctor's own. Inns of this sort are not famous. They are to be distinguished only by their unprosperous air, their dart-board, their pregnant silences, and their unanimous opinion of the state of agriculture.

The cultivation of Irish linseed from the fibre of which the famous Irish linen is manufactured is to be attempted in Canterbury, New Zealand, by the Lincoln College authorities with the assistance of the Agricultural Department.

POST OFFICE NOTICE

NOTICE.

The parcels post service to Russia in Asia via Japan is temporarily suspended.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

Durable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

Letters and postcards only for the United Kingdom and Europe will be forwarded via Siberia if so superscribed.

Parcels post service between Hongkong and Ports of the Yangtze West of Hankow is temporarily suspended.

Parcels for places in Szechwan will now be accepted for transmission at senders' risk. It is to be noted that parcels are liable to delay, and that the service may be suspended again at any time.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed.

RADIO NOTICES.

Radio Telegraph Services are now in operation between Hongkong and the following places:—

Philippine Islands, French Indo-China, Province of Yunnan, Canton, Wuchow, Kowloon, Hoihow, Macao, Kwongchowwan, Fort Bayard and Amoy.

Rates and further particulars on application to the Radio Counter, 1st Floor, General Post Office Building.

Satow Service temporarily suspended.

INWARD MAILS.

From	Per	Date
Shanghai	Szechuen	October 1.
Straits	Suwa Maru	October 2.
Straits	Sui Sang	October 2.
Manila	Emp. of Canada	October 2.
Australia and Manila	Aratara	October 2.
Amoy	Tilawa	October 3.
U.S.A., Canada, Japan, Shanghai and Europe via Siberia	Pres. Pierce	October 2.
Straits	Torilla	October 2.
Canada, U.S.A., Japan and Shanghai	Emp. of Russia	October 10.

OUTWARD MAILS.

For	Per	Date
Manila	West Sequana	Sat., Oct. 1, 1.30 p.m.
Straits	Suwa Maru	Sat., Oct. 1, 2.30 p.m.
Japan	Samarang Maru	Sat., Oct. 1, 3.30 p.m.
Saigon	Produce	Sat., Oct. 1, 4.30 p.m.
Samshui and Wuchow	Taihang	Sat., Oct. 1, 4.30 p.m.
Swatow	Chakung	Sat., Oct. 1, 4.30 p.m.
Port Bayard	Sun Kong	Sat., Oct. 1, 5 p.m.
Java via Batavia	Choribon Maru	Sun., Oct. 2, 8.30 a.m.
Swatow, Amoy and Formosa	Kaijo Maru	Sun., Oct. 2, 8.30 a.m.
Swatow and Bangkok	Kwaiyang	Sun., Oct. 2, 9 a.m.
Shanghai and Japan	Suwa Maru	Mon., Oct. 3, 10.30 a.m.
Swatow	Luchow	Mon., Oct. 3, 10.30 a.m.
Manila	Pres. Pierce	Mon., Oct. 3, 4.30 p.m.
Amoy	Suiyang	Mon., Oct. 3, 5 p.m.
Shanghai, Japan, *Canada, *U.S.A., *C. & *S. America, *Europe via San Francisco and Europe via Siberia	Siberia Maru	Tues., Oct. 4, Registration .9.45 a.m. Letters .10.30 a.m. (Due San Francisco 28th Oct.)
Swatow, Amoy and Foochow	Haihong	Tues., Oct. 4, Noon.
Shanghai, Japan, *Canada, *U.S.A., *C. & *S. America and *Europe via Victoria, B.C. and Europe via Siberia	Pres. Madison	Tues., Oct. 4, Parcels .3 p.m. Registration .4.15 p.m. Letters .4.45 p.m. (Due Victoria, B.C., 24th October.)
Swatow	Kwai Sang	Tues., Oct. 4, 5 p.m.
Shanghai, Japan, Canada, U.S.A., C. & S. America and *Europe via Vancouver, B.C. and Europe via Siberia	Parcels	4th Oct. 5 p.m. Emp. of Canada .Wed., Oct. 5, Registration .9.15 a.m. Letters .10 a.m. (Due Vancouver, B.C., 23rd October.)
Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt and Europe via Marseilles	Hector	Wed., Oct. 5, Registration .9.45 a.m. Letters .10.30 a.m. (Due Marseilles 2nd November.)
Weihauiwei	Huichow	Wed., Oct. 5, 2.30 p.m.
Swatow, Amoy and Foochow	Hai Ning	Thurs., Oct. 6, 1 p.m.
Sandakan	Sui Sang	Fri., Oct. 7, 1.30 p.m.
Straits and Calcutta	Lai Sang	Sat., Oct. 8, Parcels .noon. Letters .1 p.m.
Manila	Emp. of Russia	Tues., Oct. 11, 3.30 p.m.

*Correspondence bearing vessel's name only.

THE BANKING HABIT.

HOUSEKEEPERS AND PERSONAL ACCOUNT.

The banking habit in this country has grown enormously in the last few years, comments a London paper. Figures have just been published showing that the five leading banking companies open between them a new branch every day; and even so, it is stated, the furious building of these extensions is barely keeping pace with the increase in banking business. "The immediate reason for it is that more and more people desire to make their payments by cheque," a banking authority said in an interview with a representative of the press. "

A QUESTION OF DECREE.

"TORTURE" OF THE CONDEMNED.

The electrocution of Sacco and Vanzetti, after they had spent seven years under the shadow of death, has called forth a vigorous protest from the eminent poet and artist, Mr. Laurence Housman, in the form of a letter to the *Daily News*.

Mr. Housman attacks the principle of capital punishment, and contends that the system in this country differs in degree only from that of which Sacco and Vanzetti were the victims.

"To the bare sentence of death," writes Mr. Housman, "circumstances have added an additional and more horrible sentence of seven years' expectation of death, with all the agonising accompaniment of alternate hope and despair. For allowing such an extended torture, followed by execution, to be possible, any civilised community has cause to be ashamed, and it is for that rather than for any suspicion that her judges are inefficient or corrupt, that America—unconvinced of the shame of it—stands condemned in the world's eyes to-day."

Capital Punishment.

"But while so many are stirred by this flagrant deformity of justice, it would be well for all to consider the element of horror, similar in kind, inseparable from all forms of capital punishment. The vast bulk of murders for which we inflict this penalty are done in hot blood without premeditation, and the victim has not to face the horror of suspense involved in a sentence of death. Even murders, more planned and deliberate in character, depend for their success on the victim's ignorance of his impending fate."

"Were any murderer so to plan his crime, confining his victim for three weeks beforehand, with the date and hour for the murder carefully arranged and communicated, we should cry out on it as a proof of the most hideous mental depravity. But that is what we all do so long as we permit capital punishment."

"The only difference between our normal procedure and that of America in the case recently consummated is that we are willing to inflict that kind of torture for three weeks or a month; America, on special occasions, is willing to prolong it for seven years."

GIRL'S TURF LOSSES.

STORY OF A MAN'S OFFER.

The first meeting of creditors was held recently at Bankruptcy Buildings, Carey-street, W.C., under a receiving order made against Miss Mavis Mackinnon, of Court-field-gardens, S.W., and lately residing at the Thurloe Hotel, Kensington.

It appeared from statements that had been made by Miss Mackinnon in a preliminary examination that in August or September of last year, when she was 23 years old, she was introduced to a man at an hotel in Brighton.

He took a friendly interest in her, promised to adopt her, gave her £1,150, and promised to give her more when he returned after an absence of six months.

Unfortunately she spent the £1,150 very quickly, mainly on the "accourse" and in hotels, although she also contributed to her mother's support. In December when she had "come to the end of her tether," she began to obtain loans from friends, while she also contracted debts to dressmakers and hotelkeepers and money-lenders, anticipating further money from the man.

She wrote to him but received no reply and had neither seen nor heard of him since he left her in September.

A money-lender eventually filed a petition. Her liabilities she roughly estimated at £1,200.

She possessed no assets. The meeting was closed.

QUEEN MARY'S AUTOGRAPH.

ROYAL RULE WAIVED FOR A GIRL.

The Queen in mail week continued her visits to interesting places in the West Riding of Yorkshire.

Accompanied by Princess Mary and Viscount Lascelles, she motored from Goldborough Hall to Plompton Rocks, near Knarborough, and spent an hour in the picturesque grounds.

A pretty incident occurred when Miss Olive Voce, daughter of a tenant, collected a number of scarlet and yellow roses, and John Atkinson, her five-years-old cousin, shyly presented them to the Queen.

Miss Voce asked the Queen to sign her autograph album, and her Majesty, departing from her usual custom, signed the book, "Mary 2, 30/8/27." Princess Mary added her signature.

IRISH MAIL BOATS IN COLLISION.

ALARMING ACCIDENT AT FISHGUARD.

An alarming collision occurred last month between the Great Western Railway Company's vessels St. Patrick and St. David off the northern breakwater at Fishguard Harbour.

The St. Patrick was entering the harbour with 300 passengers from Rosslare, while the St. David was outward bound with over 600 passengers, mostly holiday makers, on board. The weather was rainy and dark when the St. Patrick's bows crashed into the St. David's portside forward. The violence of the impact threw the passengers from their bunks and created much alarm among women and children. Lifeboats were served out, but fortunately both vessels reached the quayside unaided. Panic was allayed by timely reassurances by the ship's officers.

The St. David was at one moment in grave danger of being heeled over by the force of the St. Patrick's stern, which was stove in to a distance of over 20ft. The prompt closing of the watertight bulkheads avoided the danger of sinking. The St. David's upper deck was driven some yards by slanting contact of the St. Patrick's bow, and the heavy starboard anchor was broken and left on the deck of the St. Patrick, whose 300 passengers were transferred to an express train which left almost as scheduled time.

Afterwards a large number of the passengers were accommodated on board the St. Patrick. No one was injured, since most of the passengers were in their berths or were reclining in the cabins. Meanwhile another of the company's vessels, the Great Southern, was recalled from Waterford and at 1.30 afternoon she left for Rosslare.

COMUNISM IN LONDON.

MR. COOK TAKES OFF HIS COAT IN TRAFALGAR SQUARE.

The Red Flag flew on the plinth of Nelson's Column on Aug. 28 in commemoration of the "brutal murder" of Sacco and Vanzetti. Mr. A. J. Cook took off his coat, bared his arms, and removed his collar and tie to lend force to his eloquence, that was renewed on three different sides of the plinth, and young men and maidens from East London applauded every attack made on "Premier Baldwin" and Winston Churchill. The dirge of the "International" was feebly droned.

America, all and sundry were told, was not the enemy. The capitalist Press had tried to create prejudice on these lines, but the workers were and wanted to be friends of the American people, and only deplored the dastardly murder of two heroes of the Communist movement. The workers of Great Britain should join their international brethren and suffer, if necessary, as bravely as Sacco and Vanzetti had done in the common cause.

Collections were taken on the various plinths for the families of men in prison.

In the course of the meeting, a man mounted the plinth, unrolled an American flag, and was about to pour petrol over it and ignite it when officials of the organising body—the International Class War Prisoners' Aid—told him he could not destroy the flag on the platform. He climbed down. Later the Stars and Stripes was torn in half, and other men seized the pieces and tore them to shreds.

SAVED BY CHILD'S CRY.

FATHER WHO CUT GASPIPE REPENTS.

A Glasgow man who cut a gas-pipe in his house and then repented of it when he realised the danger to his four young children escaped with an admonition at Edinburgh High Court last month. The charge stated that in consequence of his act the children were partly asphyxiated and their lives endangered.

It was explained that for some time the man, Isaac Workman, aged 40, an electrician, of Govan-road, had complained of his wife's conduct. His wages had been seized for debt and he was dismissed from his employment. In July his wife left him and the children.

Two nights later he cut the gas-pipe with the intention, as he afterwards told the police, of "doing himself and the children in," but when one of the children began to cry Workman came to himself and did his utmost to stop the escape of gas. Twice he fell off a pair of steps while doing so and ultimately became unconscious from the gas.



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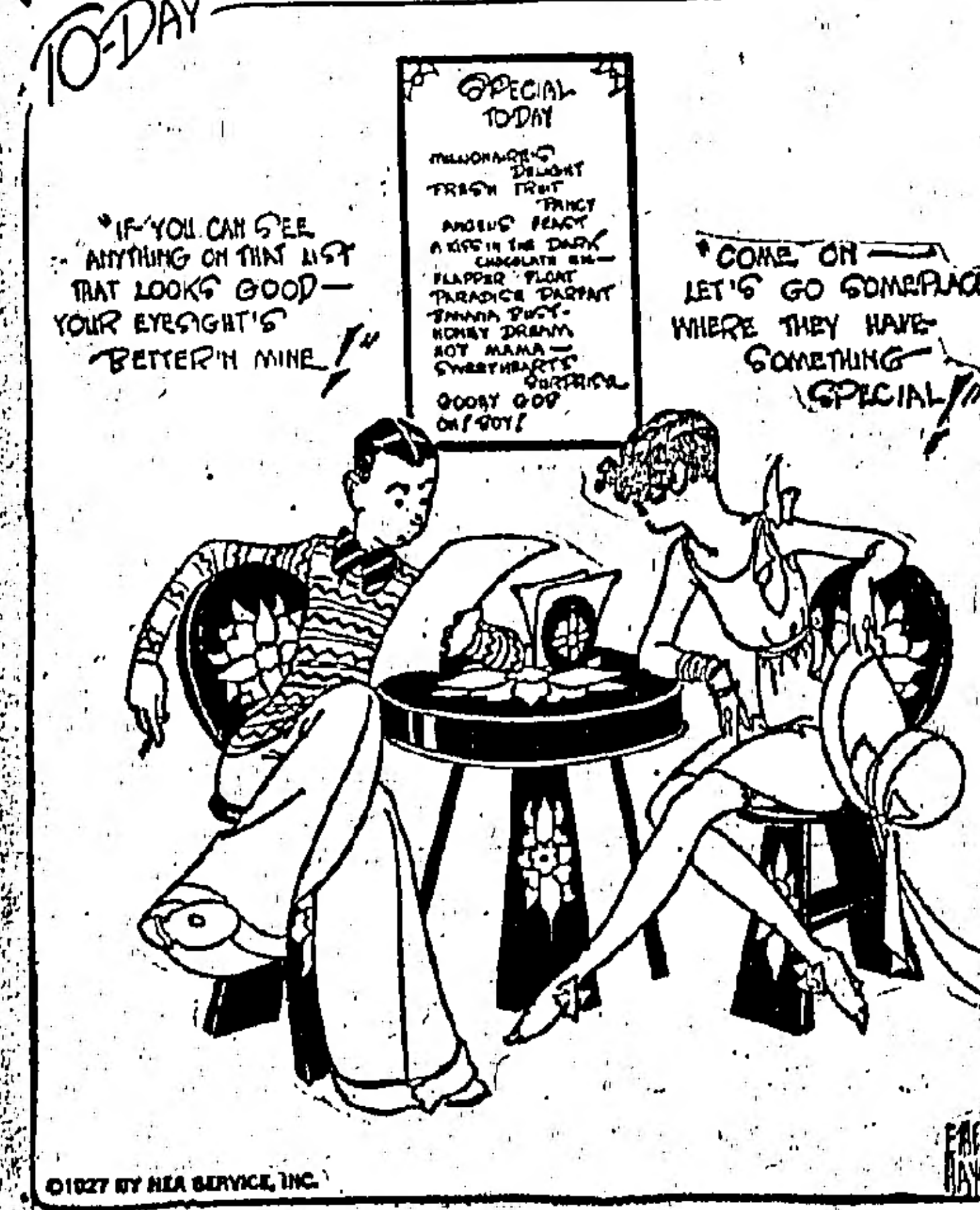
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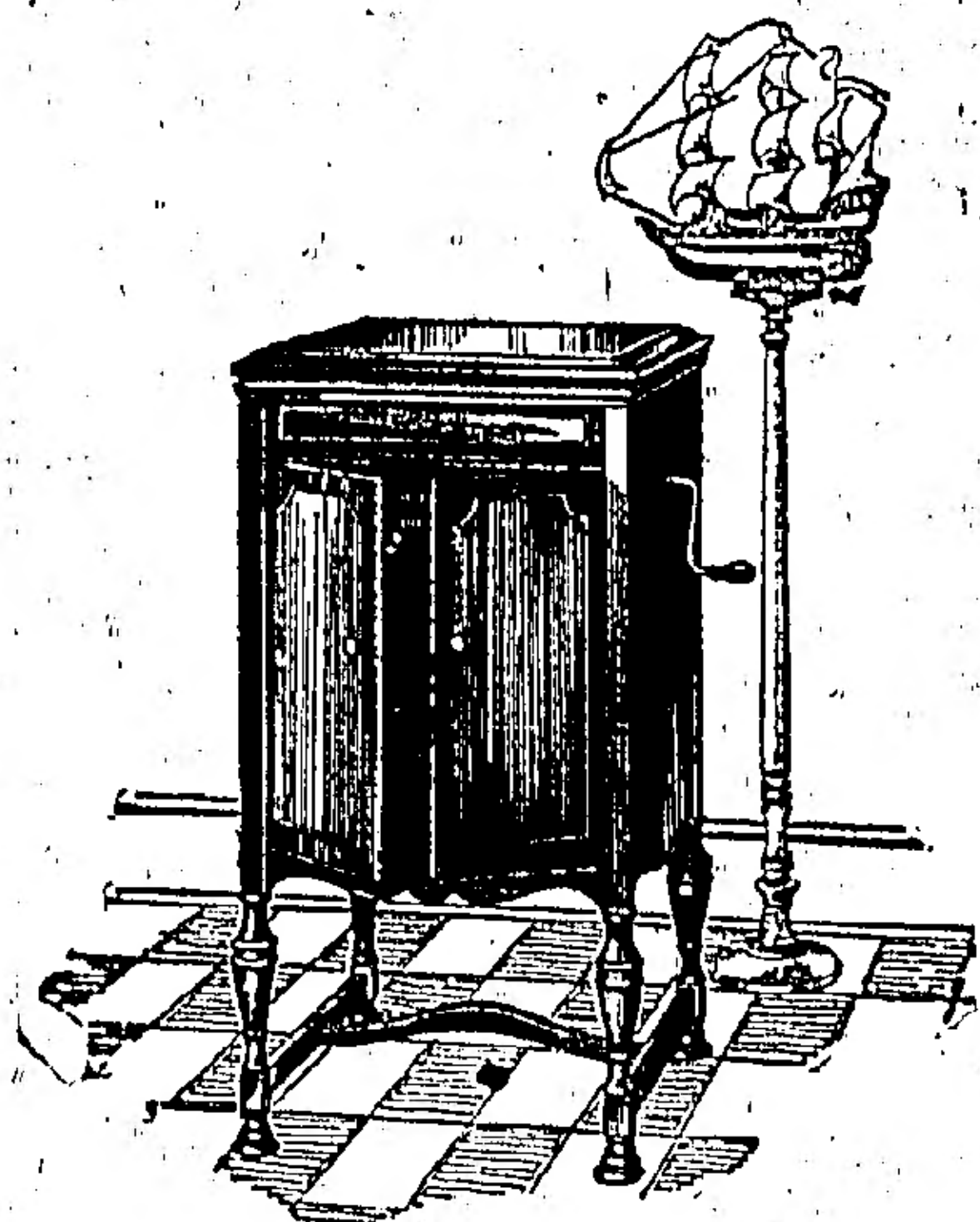
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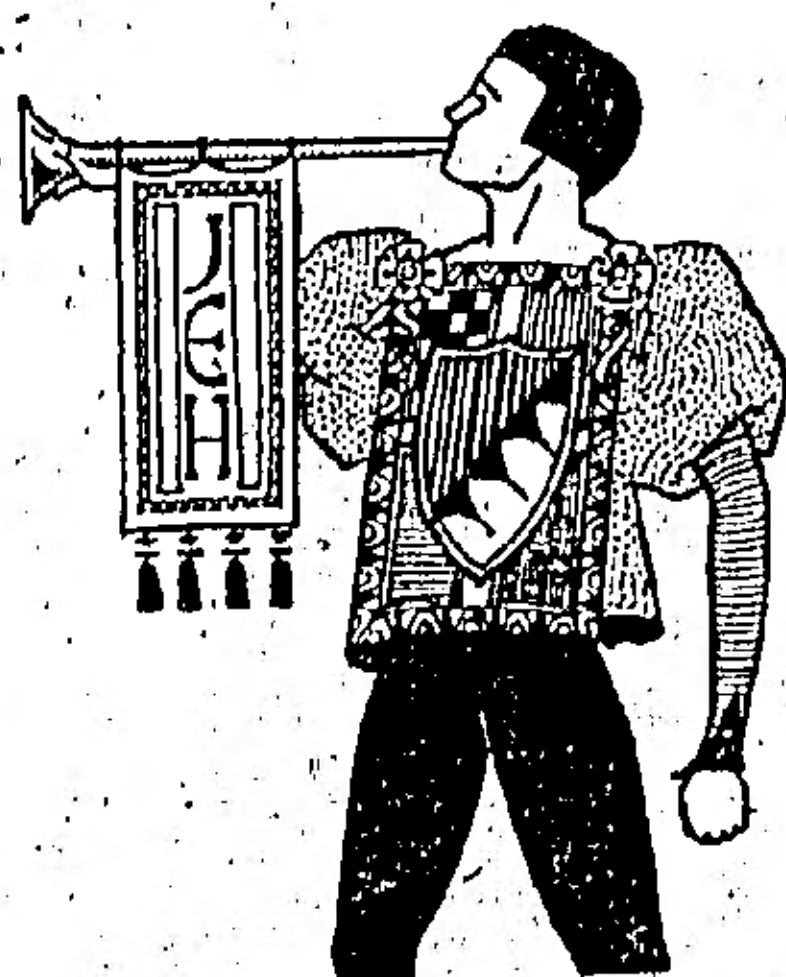
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WELSH LANGUAGE MENACED.

ANGLICISING THE PEOPLE
BY WIRELESS.

REPORT TO MINISTER.

"It is rather a pathetic comment on the position of Welsh in its own country, that the only regular Welsh programme is that given once a week from the Dublin station."

"We regard the present policy of the British Broadcasting Corporation as one of the most serious menaces to the life of the Welsh language, and think that our general recommendations lose much of their value unless the matter is put right."

These are extracts from the report of the Departmental Committee which has been inquiring into "Welsh in Education and Life," on behalf of the Minister of Education. The report is published in Welsh as well as in English.

"The English language," the report states, "has been brought... into the houses of thousands of Welshmen who hitherto neither heard nor spoke English, and... the wireless telephone is surely achieving the complete anglicisation of the (Welsh) nation, and the language itself is as surely going the way of the intellectual life. The authorities responsible for the form and quality of the programmes are under a common misapprehension of what the Welsh people really want."

Teaching Facilities.

Among the Committee's principal recommendations are the following:

The inclusion of a chapter on the teaching of Welsh in the Board's "Suggestions for the consideration of teachers."

The preparation of a pamphlet containing Welsh words of command for distribution to schools in connexion with physical exercises.

Approaching the Treasury to obtain a grant of £500 per annum for five years for the preparation and publication of books suitable for the use of University students in Welsh.

The increasing of teaching staffs in the Welsh Departments of University colleges.

Provision of elementary classes in Welsh for non-Welsh speaking students.

Every student in a Training College in Wales to follow a course in Welsh language and literature.

Welsh should be a medium of instruction not only in Welsh lessons, but in other subjects wherever possible.

That in certain areas infant school tuition should be carried out entirely in Welsh.

That all possible steps be taken to help schools to "prevent the balance between Welsh and French being weighted against Welsh."

That churches which have no theological colleges in Wales arrange for their students destined for service in Wales to take a course in Welsh at a Welsh College.

That a statutory form of oath and affirmation in Welsh be provided, and Welsh versions for other statutory forms, such as the questions, cautions, and explanations of charges in the Criminal Jurisdiction Acts and the Criminal Justice Act (1925) require should be addressed to the accused in the hearing of charges against them in courts of Summary Jurisdiction.

PROMINENT MEN'S WILLS.

LORD DEERHURST LEAVES
£125,000.

George Viscount Deerhurst, of Pirton Court, Wadborough, Worcester, son and heir of the Earl of Coventry, left £12,843.

The will, dated February 10, 1899, containing less than 100 words, is proved by Viscountess Deerhurst, the widow, to whom the whole of the property is left absolutely.

Mr. Sydney Hudson, of Meads Court, Eastbourne, and Chepstow-street, Manchester, Chairman of Sydney Hudson, merchants, Manchester, left £208,860, with net personality £107,327.

Mr. Jerome K. Jerome, Belsize Park, Hampstead, novelist and playwright, left £5,478, with net personality £5,198.

Captain Arthur Whitaker, late Duke of Wellington's Regiment, of Manfield Grange, Darlington, left £30,244, with net personality £25,010.

A piece of paper attached to the will, but not incorporated therewith, reads:

"I trust (should it be suggested) that if I die in the Hunting Season hounds will not be stopped on my account, as I never can understand why people should be made more miserable than necessary."

RICHES OF BRITISH MUSEUM.

RESEARCH THAT AIDS
CIVILISATION.

ETHNOLOGY FOR EMPIRE.

To assess the value of the British Museum in pounds, shillings and pence is less easy than it was to show how the work carried on behind the closed doors of the Natural History Museum is every day of direct economic value, writes a London correspondent.

The Philistine might well say that the historical and artistic lore gained by the research workers behind the scenes is useless effort. The interest, however, shown by the general public in such matters as excavation work proves that the desire is general that as much light as possible should be thrown on the history of the past.

The famous Rosetta stone, which made the reading of the hieroglyphs possible, occupies a place of honour in the public collection; Magna Charta is on exhibition, and in the Kings' Library and elsewhere there are books and documents open to public inspection, but these form only a small fraction of what the Museum possesses.

Like the library, the coin department enhances British prestige, and is consulted by experts from all over the world. Coins have been aptly described as the grammar of sculpture. To take only Greek and Roman sculpture as illustrations, Greek statuary with rare exceptions exists only in mutilated forms or in copies of doubtful accuracy made by Roman sculptors.

The coins, however, which through having been selected and hoarded are often in a wonderfully fine state of preservation, constitute an accurate dated record of the developments of the art of sculpture.

Students are continually at work tracing the varying phases of development, partly for their own purposes as numismatists and partly to track down artistic development.

Early Manuscripts.

"There is a close correlation between the work of the coin department and that of the hunt of the Books and Manuscripts Department for manuscripts and early editions. Editions of classic works change, and early editions and original manuscripts make it possible for the student to trace out the evolution of the author and the factors that have influenced his development."

Space makes it impossible for all the connecting links, whether in art or literature, to be placed in the show cases, and for detailed study the worker finds at his disposal a wealth of material which it always may see.

The organisation of research expeditions and the co-operation of the Museum with private expeditions constitute an important part of Museum activities. The public sees the results in the general galleries, but months of preparation are required in organising the details of the expeditions.

Fresh light, for instance, has recently been thrown on the history of the Maya civilisation. This comes within the scope of the Ethnographical Department, which perhaps is the department that is most specifically of Imperial value. Courses have from time to time been arranged in ethnography for civil servants taking up responsible positions overseas.

Lectures have been given to students so that they should understand the mentality of the backward races with which they are to be connected.

The ethnographical galleries are used as study collections, and it has been found that many of the students come back to refresh their memories, stating that the information stored in the Museum and explained by competent authorities is invaluable to them in their work of administration.

By the knowledge gained at Bloomsbury dangers to inter-Imperial comity are avoided, and the friendly relations with native races—through the avoidance of faults of etiquette—are fostered and maintained.

Lastly, as regards Egyptology, the deciphering of papyrus has made it easier to reconstruct the history of ancient Egypt than to decipher the economic history of the Middle Ages.

"The Irish Free State motor traders strongly resent the latest order of the Revenue Commissioners, which provides that the value of new motor-cars imported into the country will be taken to be the retail selling price less 17½ per cent. The traders say that the Commissioners are seeking to fix the gross profit to be permitted in the motor trade. One trader said: "The order will rule out speculation altogether."

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OBITUARY

FORMER MANAGER OF ROPE WORKS.

The death has taken place in Shanghai of Mr. Charles Klinch at the age of 79 years. Mr. Klinch died in the General Hospital from heart failure. He was manager of the Hongkong Rope Works for 30 years and retired a few years ago, leaving here for Shanghai.

He leaves two daughters, Mrs. J. Fordyce Messer of Shanghai and Mrs. P. Meyer of Manila, and also two sons, one now being in Hongkong and the other in America.

LATE MR. P. H. MURRAY.

Funeral at Happy Valley Yesterday.

The remains of the late Mr. P. H. Murray were interred in the Roman Catholic Cemetery yesterday afternoon, in the family grave, which also contained the remains of his wife, who predeceased him five years ago.

The Rev. Fr. Augustine, Pastor of St. Margaret's Church, officiated at the short service held in the Chapel of the Cemetery and at the graveside, where were gathered members of the deceased's family and a large number of intimate friends. Bouquets from the daughters of the deceased were buried with the coffin.

The chief mourners were Mrs. A. W. Grimmit and her other daughters, Misses May, Dorothy and Evelyn Murray, Mr. J. Murray (brother of the deceased) and Mrs. Murray, Mr. A. W. Grimmit and Mr. U. Gonella (sons-in-law), Misses G. and H. Grimmit (granddaughters), Mr. A. J. Reed (brother-in-law) and Messrs. A. and R. Reed (nephews). There were also present Mr. Coles, Mr. P. A. Dixon, Mr. P. H. Dixon, Mr. W. S. Bailey, Mr. and Mrs. Capell, Mr. E. M. Hazeland, Mr. H. L. Stainfield, and many others.

Wreaths were sent by the following:—Dorothy and May, Letty and Emy, Flossie and Arthur, Hat and Louise, Mr. and Mrs. J. Murray (brother and sister-in-law), Maggie (sister-in-law), Amaro, Rita and family, Gladys, Helen, Flo and Dorothy, Edna, Winifred and Sonny, Charlie and Emma, Ugo, Gig and Mary.

Messrs. H. L. Stainfield, M. Fernandes, H. Dixon, H. A. Allen, S. Soondaram, C. F. Servadei, R. Pestonji, W. S. Bailey, H. M. Hajee Ismail, R. Soondaram, P. A. Dixon, E. M. Hazeland, R. M. de Souza, J. Litton, J. W. Coles, T. M. Perpetuo, C. H. W. Kew, Dr. Irwin, W. Kew, Quan Wah, Tong Pak, Wong Chak-kam, Lo Ho-ching, Lo Yuk, Ah Yee.

Mr. and Mrs. Gibson, Mr. and Mrs. E. M. da Rocha, Mr. and Mrs. O'Sullivan and family, Mr. and Mrs. M. F. Bullimore, Mr. and Mrs. W. J. Carroll, Mr. and Mrs. W. E. Hollands, Mr. and Mrs. Reitan, Captain and Mrs. Jowett, Mr. and Mrs. Fothergill, Mr. and Mrs. J. M. Noronha, Mr. and Mrs. F. Lani-gan, Mr. and Mrs. W. Blackmore, Mr. and Mrs. Iron Bux, Mr. and Mrs. F. J. Medina and family, Mr. and Mrs. Lightburn, Mr. and Mrs. H. F. Bunje, Mr. and Mrs. J. R. Tully, Mr. and Mrs. J. W. Abraham, Mr. and Mrs. J. M. de Souza and family, Mr. and Mrs. E. D. Kotwall, and family, Mr. and Mrs. Chang Shuk-ki.

Mrs. C. Leonard and family, Mrs. B. Braga and Miss Braga, Mrs. Tang For, Mrs. McGrann and family, Mrs. and Miss Allen, Miss Betty de Souza, Rose Wong, Emma Lee, Mrs. Santos and family, the two amahs of the deceased.

Asiatic Petroleum Co. (S. C.) Ltd., local staff, Asiatic Petroleum Co., Chinese staff, Asiatic Petroleum Co., C. E. Warren and Company Ltd., Revenue Officers, Committee and members of St. Raphael Society.

GOVERNOR'S VISIT.

H. E. RETURNING TO MACAO THIS MORNING.

The functions yesterday in connexion with the visit to the Colony of the Governor of Macao and Madame Barbosa included an informal tiffin at Repulse Bay to local Pressmen.

His Excellency entertained the editors of the Hongkong papers and others present besides Madame Barbosa and Miss Barbosa, were the Portuguese Consul, Mr. A. L. Cerveira de Albuquerque e Castro and Mrs. and Miss Albuquerque.

In proposing the toast of the Hongkong Press, H. E. the Governor referred to the high moral standard adopted by the papers here, and thanked them for their courtesies to himself. He said that he had much enjoyed his visit to the Colony, and had been impressed by the fine buildings and general appearance of the place.

Mr. O. T. Breakspear replied briefly on behalf of the Press.

The Portuguese Consul, in an informal speech, said mention should be made of the assistance in connexion with the Governor's visit, rendered by Mr. J. P. Braga, Commander of the Order of St. John of Jerusalem, and District Commissioner of the St. John Ambulance Brigade, Hongkong, Mr. A. Morris, Assistant Commissioner, and Mr. Ho Kwong, Corps Officer, paid a visit to His Excellency and Madame Barbosa.

His Excellency showed a great interest in the affairs of the Brigade and enquired whether the Brigade had any headquarters in Hongkong. He explained that in Lisbon the St. John Ambulance Brigade was a very great organization and was divided into two sections, one for ladies and the other for gentlemen.

Later the Governor, his wife and daughter were entertained at a tennis party by the members of the Club de Recreio, where Miss Barbosa, who is an enthusiastic player, indulged in several sets.

An informal dinner was given last night by His Excellency to Portuguese and Chinese friends at the Repulse Bay Hotel.

The visitors return to Macao this morning, leaving by the Patria at 10 o'clock.

HAIPHONG INCIDENT.

BROUGHT UP AT CHINESE CHAMBER MEETING.

At yesterday's monthly meeting of the Committee of the Hongkong Chinese Chamber of Commerce, the attack on Chinese merchants in Haiphong sometime ago was the subject of some discussion, one member contending that the Chinese had been wronged and that the cause of the quarrel was not the attack on an Annamite woman. He suggested that the Chamber should lend moral support to the Chinese in Haiphong in order to prevent a repetition of such an occurrence. He blamed the Chamber for not taking steps earlier.

The Chairman replied that they had no information as to the true state of affairs and further added that he thought no good purpose could be served by raking up the incident again.

PROPERTY SALE.

SHANGHAI STREET LOT SOLD.

A very valuable leasehold property situate at Shanghai Street, Yaumatei, was sold by public auction by Mr. A. G. da Rocha at the lot being disposed of for the sum of \$12,750. It consisted of Sub-section 3 of Section B of Lot 12, M. L. 31, together with the building erected thereon known as No. 181, Shanghai Street, Yaumatei.

The bidding was opened at \$10,000 with offers of \$100 each being accepted. After an opening bid of \$100, one bidder increased the price by offering \$900, the lot eventually realising \$12,750. The purchaser was Mr. Li Fuk-tin.

OPIUM SEIZURE.

MOTORCAR DRIVER ARRESTED AT UN LONG.

Before Mr. W. Schofield, at the Kowloon Magistracy yesterday, a Chinese motor driver was charged with being in possession of 800 taels of raw opium and with offering a bribe of \$100 to an Indian Sergeant at Un Long on September 22.

Mr. Hin Shing-Lo (instructed by Mr. J. M. Hall) appeared for the defendant, while Mr. W. J. Carrio, Assistant Superintendent of Import and Exports, watched the proceedings on behalf of his Department.

An Indian sergeant giving evidence stated that he was on duty on the main road of Un Long shortly before 8 a.m. on September 22. He saw the defendant's car approaching from the direction of Ping Shan and he signalled the driver to pull up.

The car stopped about ten paces before reaching witness and a man who was sitting on the driver's right alighted from the car and walked towards the village. Witness went after him, but seeing that he was not carrying anything he returned to search the car.

"Chinese Medicine."

Behind the driver on the seat, witness saw a large rattan basket, which on opening he found to contain five parcels of raw opium. The defendant immediately told the witness that the parcels contained Chinese medicine, but after seeing the substance, the sergeant replied that as opium was an Indian product he was able to differentiate between opium and medicine.

The defendant was then asked to accompany witness to the Police Station, to which the driver told witness that he would receive nothing from the Government for arresting him, whereas if he let him go he would give witness \$100.

The party proceeded to the Au Tau Police Station in the defendant's car, and when about three to four hundred yards from the Station the defendant stopped the car and, turning to the witness and two other constables who were with him, said that Indians were rather foolish not to take the money.

Very Clever.

He suggested that if the sergeant was afraid, he could take one parcel and leave the other four. The defendant later told the sergeant that the Chinese detectives were very clever, they always accepted bribes and allowed contraband to "pass through."

The defendant later claimed that the drug belonged to a friend. He suggested to witness that one of the constables should accompany him to Un Long village, where he would get the money.

Replying to Mr. Lo witness said that he was suspicious of the defendant's car. Asked why he was suspicious, witness said that he had received information that opium was being smuggled in a motor car.

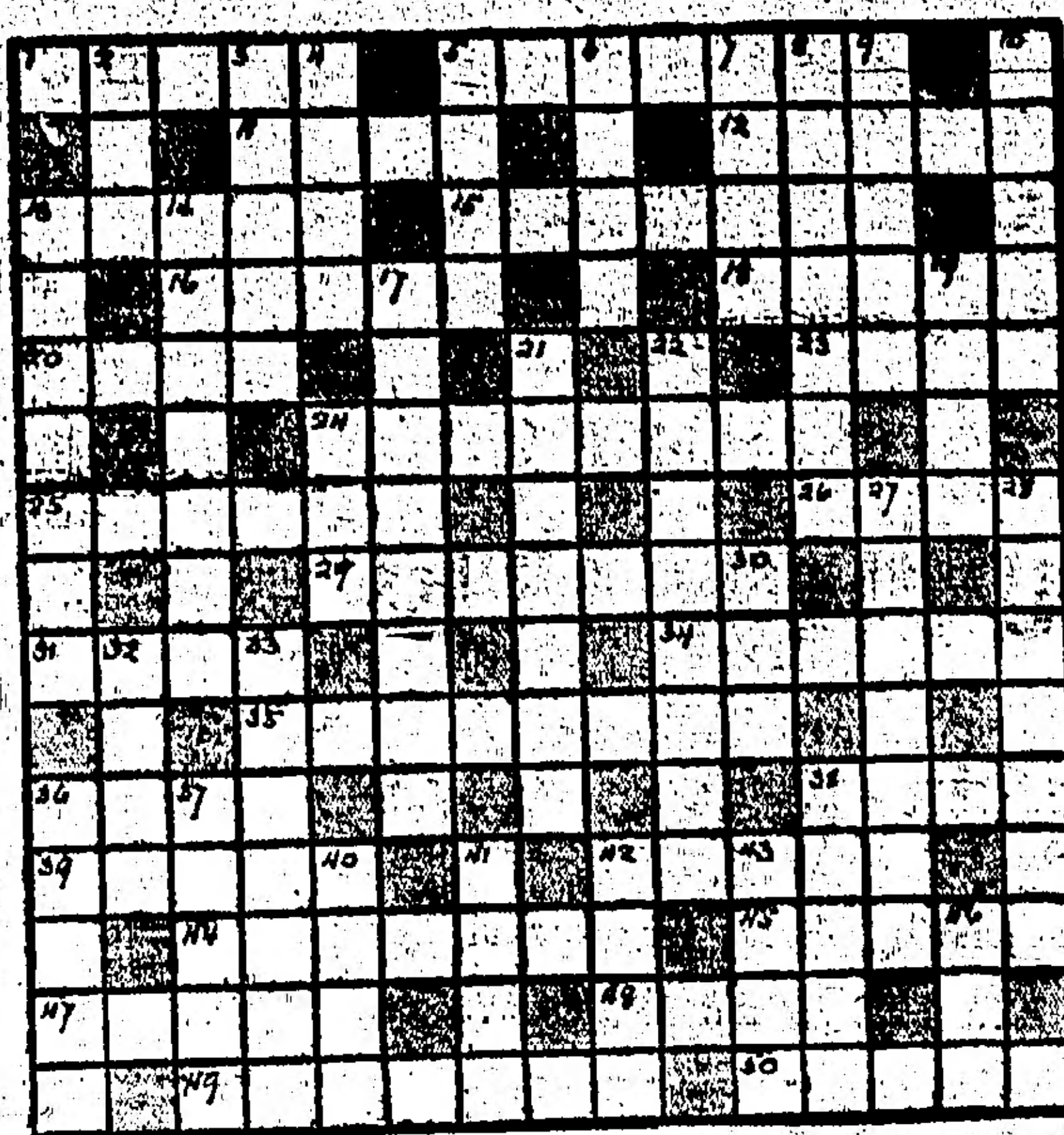
Mr. Lo put it to witness that he asked the defendant the price of the opium and the driver replied that it was \$100 per catty. The sergeant denied this statement and said that he did not misunderstand the defendant.

Witness, at the request of Mr. Lo, gave a part of the evidence in Chinese, showing that he had a good knowledge of the language. The case was then adjourned.



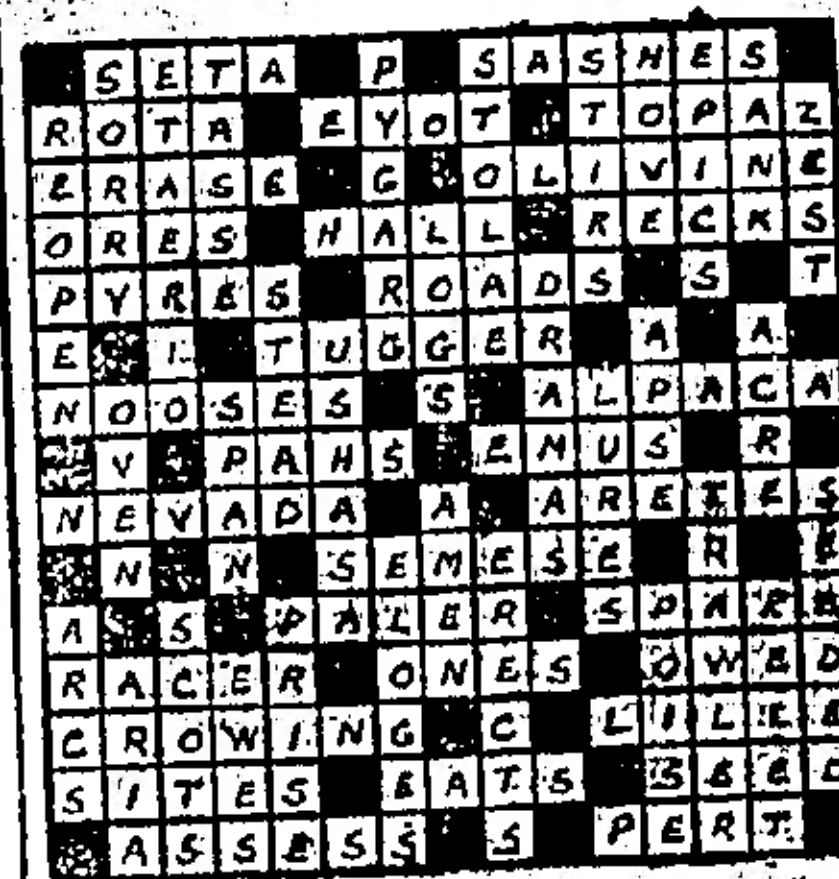
IT'S QUALITY THAT COUNTS

OUR CROSSWORD PUZZLE.



- Across.
- Moves quickly.
 - Conceive in thought.
 - Points at.
 - Pertaining to the navy.
 - Moro aged.
 - Passiveness.
 - Grains.
 - Parts of the face.
 - Fish (Plural).
 - Pertaining to sockets.
 - Glide away.
 - Part of a boot.
 - Book of Psalms.
 - Satisfy.
 - Fruit of citron-tree.
 - Stopped.
 - Inclination.
 - Rustic.
 - Uttered wildly.
 - Dish of savoury meal jelly.
 - Exhibiting force.
 - Inquired.
 - Dullard.
 - Sound returned.
 - Solemn.
 - Spoken derisively.
- Down.
- Exists.
 - Stories.
 - Edge.
 - Egyptian goddess.
 - Sunken space before window.
 - Compound preposition.
 - Make nails.
 - Escape.
 - Soils.
 - Knapsacks.
14. Mineral pitch.
17. Lives in a valley.
19. Hebrew month.
21. Choose again.
22. Those who cheat heartlessly.
24. Snake.
27. Kowloon.
28. Came in.
30. Colours.
32. Song.
33. Constituent substance.
36. Newly married woman.
37. Species of yuccaceous plants.
38. Wild cattle.
40. Antlered animal.
41. Difference in values of money.
42. Units in cards.
43. Fortified New Zealand camps.
46. Before.

Yesterday's Puzzle.



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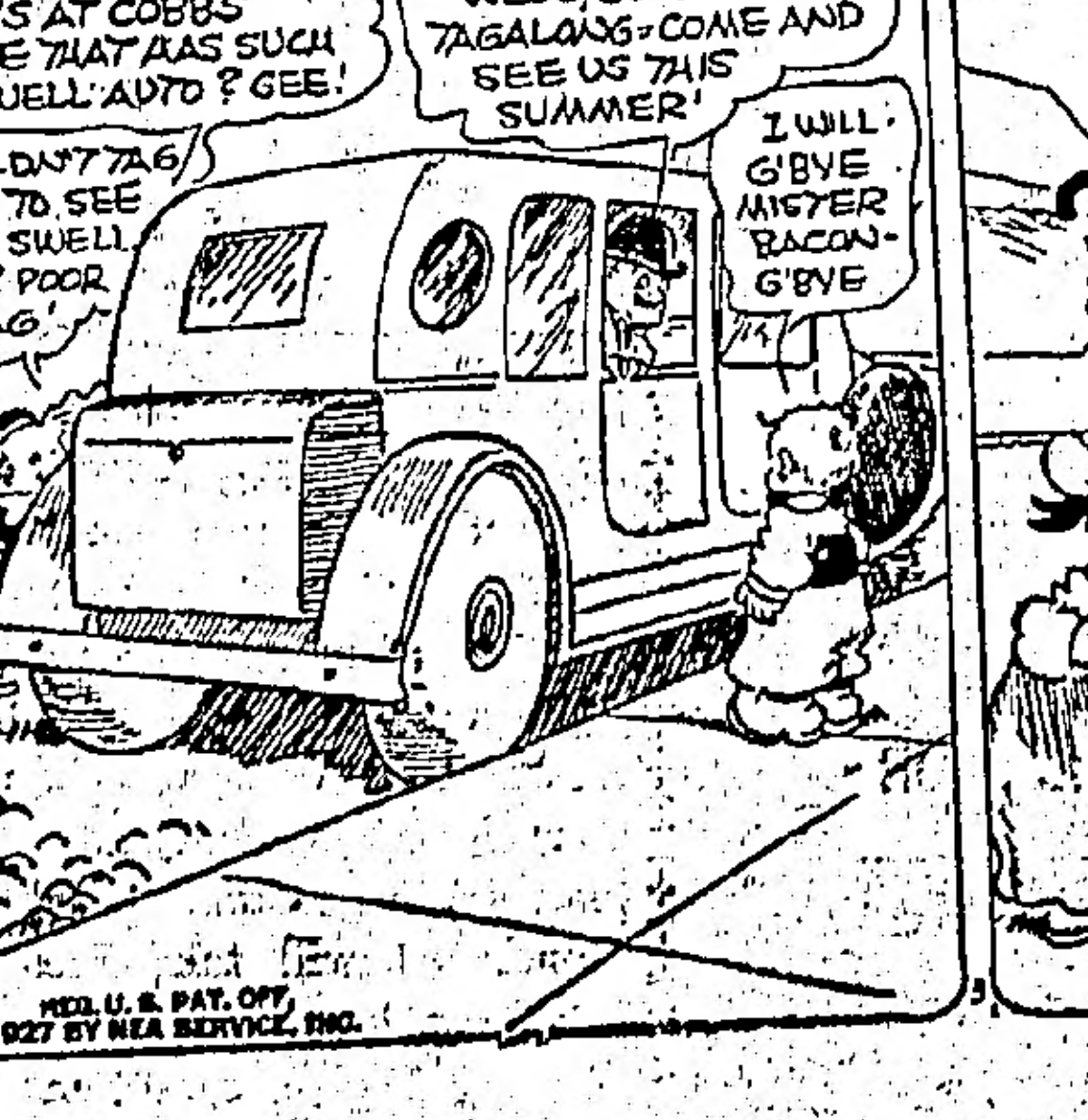
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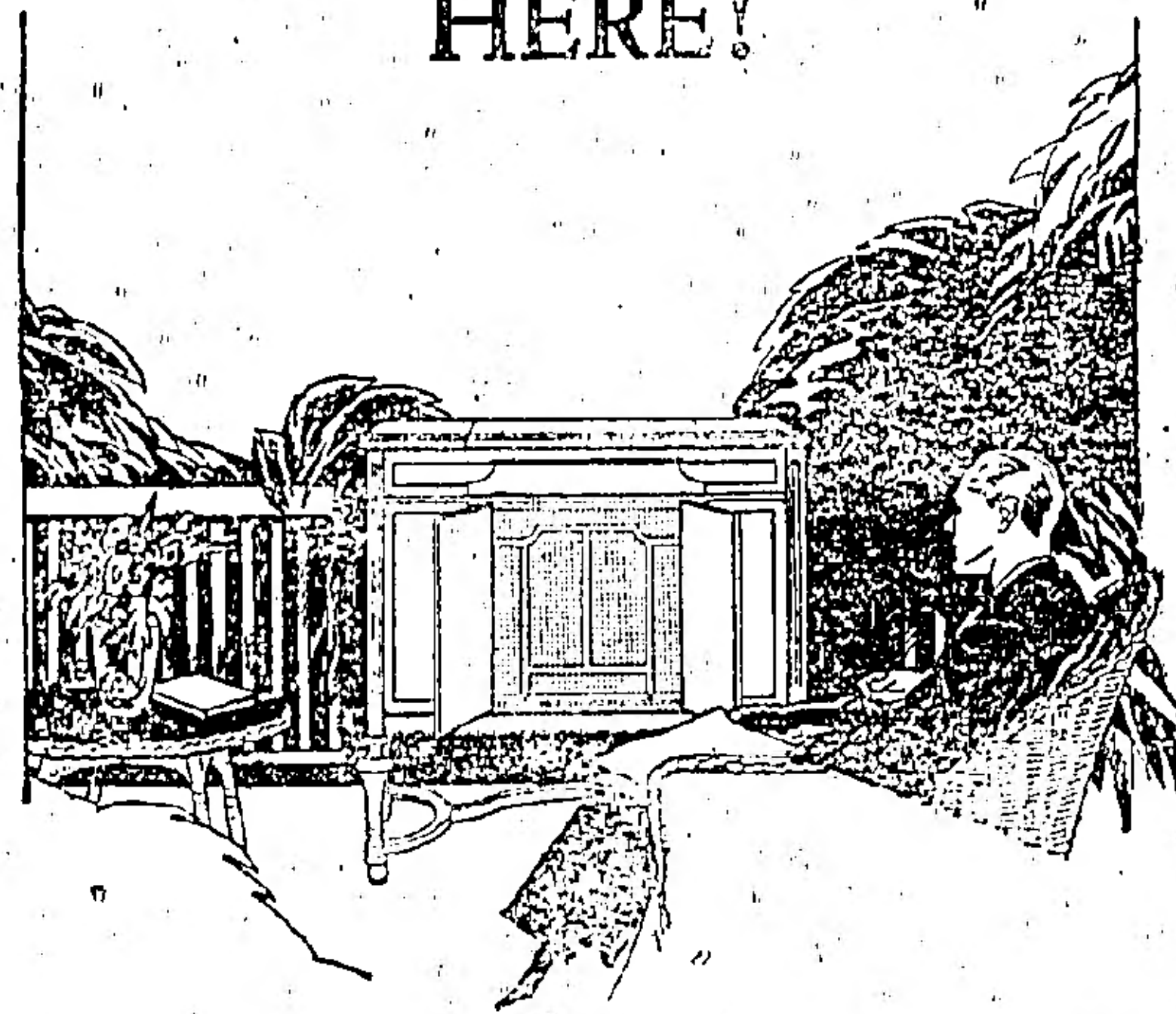
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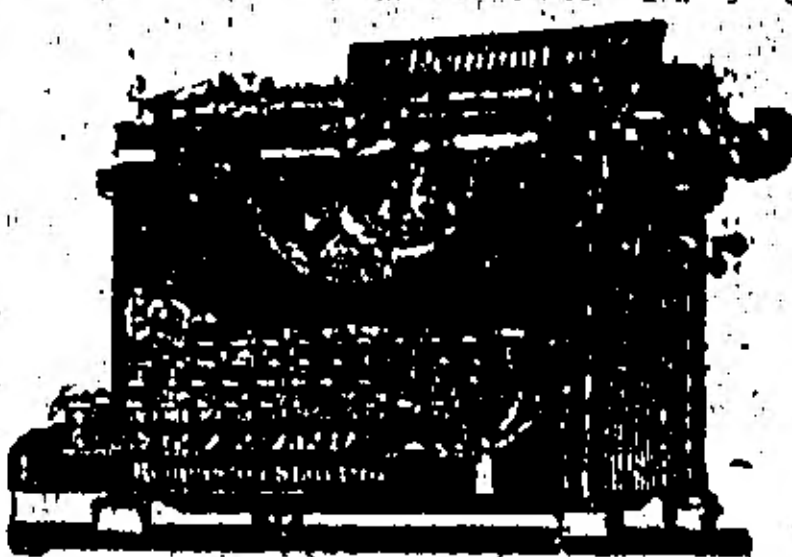
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Hongkong Telegraph.

SATURDAY, OCTOBER 1, 1927

DEALING WITH CRIME.

A few weeks ago it became evident, from the frequency of references to violent crime in the Malayan newspapers, that the southern Crown Colony had become involved in a crime wave of serious dimensions. Some months back, there was an agitation in the Singapore press against the new type of Chinese criminal, and the persistence of the use of lethal weapons in robberies and disputes. Matters appear to have gone from bad to worse, and now it is a question of prime importance for our sister colony. Hardly a day passes in Singapore without at least one case of murder by "gunmen" being reported. Only recently, the *Straits Times* in a leading article asked whether Hongkong could give the southern port any hints as to the method of overcoming the menace of armed hoodlums. It appeared to us then that this Colony certainly could, and that the chief factor in such crime suppression could be summed up in one phrase—arm all the police in Singapore, and teach them how to use their weapons. That conclusion is strikingly brought out in remarks passed last week at an inquest in Singapore, by the Coroner, who urged that the authorities should issue revolvers to all the members of the police force. The case under consideration was one in which a detective and a police sergeant, armed with one pistol between them, had to face and try to arrest a number of armed and desperate gangsters who had committed a murderous assault on a man. It appeared that the Singapore authorities do not issue revolvers to the Malay police, but give them rifles when they are out on patrol. Obviously, the desperate criminal avoids the bodies of men going with rifles, and takes the risk of falling foul of a solitary constable whom he knows has only a truncheon. It appears to us that the Malay police are rightly termed "intensely loyal" by the Singapore Coroner, for to expect a man to go out on lonely beats at night with the hourly possibility of meeting armed ruffians, who know he has only a baton as a weapon, is certainly to count very largely on his loyalty and pluck. It is to be hoped that the authorities concerned will take heed of the necessity to arm their force in view of the changed conditions prevailing in the south, largely a reflection of the very disturbed situation in China to-day.

To the north of us, again, conditions are very bad so far as crimes

of violence are concerned. Shanghai has its daily tale of several armed robberies, and frequent murders also fall to be recorded by the local press. There, the problem is complicated by the fact that the port is of an international character, the foreign settlement impinging on a vast Chinese city subject to separate control (and that not of the best), and the turmoil in the country directly affects the population of the district. Much good work is, nevertheless, being done by the Shanghai police. Indeed, one cannot but assume that, however great a crime wave may be in a city where a police force exists, the conditions would be vastly worse in the absence of such a force, or in the case of an actually inferior personnel. And having referred to the crime incidence in Singapore and Shanghai, we may be permitted to give our own Colony a pat on the back. We have crime here, but not more than is normal for a seaport of our size and importance. It is quite understandable that other cities should look to us for guidance in the way of upholding law and order in a heterogeneous population.

The Fun O' The Fair.

We have not the slightest doubt but that there will be a large and splendid gathering at the Lee Gardens this afternoon and evening, on the occasion of the M.C. L. fair. Perhaps it is not too much to say that never before has such an elaborate fair been organised by this hard-working band of ladies, to whom the Colony owes many thanks for reminding us all of our obligations to those less fortunately circumstanced than ourselves. Under the banner of the Hongkong Women's Guild and Ministering Children's League a continuous endeavour is made on behalf of many charities, individual appeals for which would not perhaps meet with a very big response. And so it is fitting that the ladies of the Colony should have formed themselves and the children into an organisation to take special care of these many lesser but quite worthy charities. This year, in place of the usual fete and sale of work in Government House grounds—a fixture which always had a strictly limited appeal by reason of its nature—there has been organised a grand fair at Lee Gardens, appealing to man and woman, old and young. Perhaps it is a sad thing that the ordinary man in the street has to be intrigued and amused and enjoined before he will give liberally to charitable institutions, but it is nevertheless a fact, and recognising it for the fact that it is, it were better for those who organise on behalf of charity to choose ways in which money will be most easily attracted. For all the time and money spent on the old fete at Government House there was but an incommensurate return financially. This afternoon's fair ought to result in a bumper sum being raised—more than sufficiently large to bear the extra cost of the greater organisation, and then leave a bigger margin of profit for direct application to charity. Come on! Let's all go to the Fair!

A NEW AID TO
NAVIGATION.

APPROACHES TO AMOY.

The new light on Chapel Island, which has recently been completed and will be a great aid to navigation of vessels when making the port of Amoy, was inaugurated a few days ago by Mr. Pichon, (Commissioner of Customs), Mr. Roy (Consul for France and Senior Consul at Amoy), Mr. R. Hare (Inspector of Lights), and a number of friends.

The trip from Amoy was made on the Ping Ching. On arrival, Mr. Spray, who has erected the structure, explained the mechanism. Mr. Pichon dwelt on the importance of the island and the difficulties of erecting the light. Mr. Roy also spoke, after which the light apparatus was set in motion.

SOVIET'S RESTIVE
MEMBERS.

DISCIPLINARY ACTION.

Moscow, Sept. 30. It is semi-officially stated that the praesidium of the Central Control Committee of the Communist party has confirmed the Moscow committee's decision as regards fourteen members of the opposition, who, with a group of non-party intellectuals, organised illegal printing. The sentence of expulsion, however, has been altered to a severe reprimand in two cases.—*Reuter*.

DAY BY DAY.

AN EXCUSE IS WORSE AND MORE TERRIBLE THAN A LIE; FOR AN EXCUSE IS A LIE GUARDED.—*Pope*.

The B.I. s.s. Tilawa is due here from Amoy on Monday afternoon. There were two Chinese cases of typhoid fever reported yesterday, one being imported.

The names of Arthur Rowan, of 80, Peel Street, and Lawrence Arthur Jeeves, of A. S. Watson & Co., Ltd. have been added to the local register of Chemists and Druggists.

The master of cargo boat No. 3186 was admitted to the Government Civil Hospital yesterday suffering from injuries to his head which were received when he was struck by some heavy cargo which was being loaded at Taikoo.

H. E. the Governor has appointed Lieutenant A. J. L. Whyte, Royal Engineers, to be his Aide-de-Camp, with effect from the 3rd July, 1927. He has also granted the local rank of Captain to Lieutenant Whyte, with effect from 1st October.

An armed robbery was committed last night at No. 29, Wai Chung Street, Yaumatei, five men entering the third floor where they threatened the only inmate, an old woman, with a knife. The woman was bound and pushed into a rear cubicle, after which the robbers searched the house and went away with booty amounting to \$222.50 in the shape of money, clothing and jewellery.

The screen version of Alfred Savoir's celebrated stage success, "The Grand Duchess and the Waiter," will be the feature attraction at the Queen's Theatre to-morrow. This picture will be followed on Wednesday by "The Love of Sunya," Gloria Swanson's first United Artists film, which will be the feature attraction at the Queen's Theatre for the rest of the week.

Among the news items in the topical gazette which will be screened at the Queen's Theatre to-morrow are the trials of the world's largest submarine, H. M. S. "Oberon," the start of Captain Courtney's attempt to fly across the Atlantic, the re-dedication of France's Unknown Warrior's grave after the insult by Communists, and the recent Alpine train disaster in which English tourists were among the victims.

Dr. S. A. M. Sopher, who graduated in Hongkong University and left the Colony in July last year for Home, has passed the examination of the Fellowship of the Royal Faculty of Physicians and Surgeons at Glasgow. He is now taking the Edinburgh Practitioner's course and expects to return to the Colony next year. Of the seven men who sat for the examination only Dr. Sopher and one other passed.

The Health Bulletin of Eastern ports for the week ending Sept. 24 shows six cases of plague at Bassien, one at Bombay and one at Colombo. Cases of cholera were notified as follows: Basra 10, Calcutta 11, Madras 7, Tuticorin 1, Singapore 1, Bangkok 2, Tourane 3, Shanghai 6, Amoy 4, Canton 2, Tientsin 17, and Dairen 1. The incidence of small pox was Bombay 1, Calcutta 2, Madras 2, Rangoon 6, Balikpapan 5 and Bandjarmasin 33.

The Saturday half holiday finds the Colony's three principal cinemas each showing pictures that are sure to give general pleasure. The Queen's Theatre offers Charlie Chaplin's famous comedy, "A Dog's Life," and Cynthia Stockley's story of darkest Africa, "The Claw." The World Theatre presents Jackie Coogan in "Old Clothes," the sequel to "The Ragman." The Star Theatre offers "The Boob," a whimsical comedy of youth with Gertrude Olmsted and George K. Arthur as the leading players. These films are all being screened for the last time to-day.

EXCHANGE RATES.

	London, Sept. 30.
Paris	124
Geneva	25.23 1/2
Amsterdam	12.13 11/16
Berlin	20.42 1/2
Copenhagen	18.17
Vienna	34.50 1/4
Helsingfors	193
Athens	800 1/4
Bucharest	770 1/4
Buenos Aires	47.69/64
Shanghai	1/10 61/64
Yokohama	4.86 37/64
New York	84.93 1/4
Brussels	89.17
Milan	18.08 1/2
Stockholm	18.45
Oslo	164 1/4
Prague	27.81
Madrid	2 15/32
Lisbon	5 67/64
Bombay	1/16 1/4
Hongkong	1/6 15/16
Silver Spot and Forward	25 11/16

—*British Wireless*.

AN ANCIENT METROPOLIS.

Morning and Evening in Syracuse.

This fivefold city of Syracuse, in ancient times the metropolis of the Mediterranean, has dwindled, down the centuries, as cities will; but Ortygia, the only town remaining of the five, snugly packed upon its hill, between two harbours, is still a place of bustling activity, delightful to wander in, on so bright a Sicilian morning as this, when all the world and his wife are abroad, marketing, or bound upon other lawful occasions.

They are narrow, these streets, partly, I suppose, for want of space upon the promontory, and partly, perhaps, to keep out something of the sun, which, though no more than pleasantly genial to-day, can be a fiery furnace.

Since, moreover, gardens also are crowded out, and Syracusans must needs have a foot or two, other than the street, upon which to air themselves in the cool of day or night, that needful escape is found upon the balcony, which becomes, in this way, the most characteristic and beautiful of Syracusan domestic architecture.

From house after house, and even from floor after floor, the balconies project, breaking so harmoniously the line of frontage on either side the way, that a stranger—for the love of them—finds himself bumping into passers-by. All the genuine old balconies of the city—though not all the modern imitations—are built upon stone corbels, variously carved, in Ionic horns, spirals, curves, acanthus, and leafage of all kinds, imitated mostly from classic models.

Flowers one sees, also, festoons of drapery, sphinx faces, sybils, and mystic women, who gaze down upon you impassively from above. Even the ironwork railing is sometimes flowered, and hammered often into graceful curves inspired evidently by the Graeco-Roman models with which the city abounds. Those balconies, moreover, decorative in themselves, are a setting for other decorative effects—a handsome brunette, in a crimson shawl, sitting, stitching the while at white garments, among green plants growing from Graeco-Roman bowls; and another, feeding from her own hand her tame caged bird.

Here and there a balcony dweller may be seen lowering a parcel, by a cord, down to a receiver in the street; another has made hers gaudy with bright clothes, hung out to dry; and some, in the side streets, by stretching a cord from wall to wall, have festooned and flagged the way with warm festal colours, as though some conqueror of old were about to pass.

The streets themselves, as well as what is above them, have their charms, for those with hours of leisure, and eyes open to observe. The gloomy or sunlit courtyards, into which at every turn one can peep, are decadent, no doubt, in the sense that many of them are fallen glories, occasionally squalid, and inhabited now by humble people, where once the great ones lived; yet a charm still hangs about their vanished splendor, and a glimpse into them will often reveal—as it will at Tunis, over the water—Roman columns and capitals, and other survivals in stone of Syracuse's glory—balustrades, and stately staircases, trodden, perhaps, for nearly 3,000 years.

Here, for example—disclosed more strikingly though the frame of a shadowy arch—is an open yard of singular beauty, with buildings low-roofed, in mottled tiles of soft grays and fawns, upon which a flock of doves, preening themselves, and sunning their wings, are exquisitely visible, and yet almost invisible too, so closely do the colours of their plumage harmonize and blend with those of the background.

In one of these courtyards, among a pile of dried grasses—that she is tressing, I think, into mats—sits a black-robed Syracusan woman, with two beautiful children, in blue frocks, standing at her knee, while, at the next gateway, a young girl, dreamy-eyed, leaning with southern grace and insouciance, against a door-post, is indolently plaiting her long black hair, which hangs in a dark cloud over each shoulder down to her waist.

Through permanently open doors, unconsciously grouped, living pictures of family and business life are everywhere to be seen—a shoemaker at work with his awl; an-

other tradesman exhibits to a purchaser a pile of pale, buff-coloured pottery, the fashion of which descends evidently from Graeco-Roman days. Fascinating, too, especially when seen through and against shadow, are the cone-shaped heaps of golden orange, the rich bronze of dates, and the silver sheen of onions, shining luminous in the half light of the shop like a little galaxy, a full moon through a clouded sky.

The streets themselves teem with movement, colour, sunshine and sound. Pony traps rattle over the stones, drawn by steeds jauntily bedecked, each with a nodding plume of red or blue upon his head, and probably a yellow streamer hanging down from his ears, all of them driven haphazard by swarthy, vociferous Sicilians, importantly eager to take you to the Greek theater, or some other of the far-famed sights of Syracuse.

Flattened against the wall, to let Jehu pass, I remain so, to give passage to a procession of children—this country is addicted to processions—a brilliant file of streamers—colour, "rainbow-bright," in the wake of which comes a strident clamour, beating about my ears, and echoing from wall to wall of the street.

Its authors are two sea-tanned Maltese fishermen, from the harbour, in faded narrow-striped suits of yellow and white, bearing between them a great plaited basket of shining fish and pair of gleaming brass scales. "Vascolini!" they are shouting, "Vascolini!" as they go past a shop bearing the title, "Circolo la Fascist Culture," within whose open doors I can see the inevitable portrait of Italy's present "Duce."

Greatness of modern Italy! Greatness of the days of old! Here is the huge, grim, buff-coloured wall of the cathedral, which once was the temple of Minerva, crowning this hill of Ortygia, its enormous fluted columns still in place, and partly visible, through the more modern masonry "engaging" them. Their massive, protruding capitals still serve as corbels, upon which the battlements above are reared.

Only a few yards away, across the Piazza di Vuomo, are the azure waters of the harbour, sun-flecked and rippling in the sea wind; and beside it one of the antique world's most famous water courses, the Fons Arethusa, sung by Virgil, and by Shelley too, and of which Nelson wrote to Lady Hamilton before the Battle of the Nile: "We have victualled, and watered, and surely watering at the Fountain of Arethusa we must have victory."

Green, not blue, like the neighbouring sea beside it, is the Fons Arethusa—green with weeds and tufted grasses, among which float islands of white and orange, that are ducks, and of gray—which are seagulls swimming above man-euvering flocks of fish.

The hour for this spot, however, is not noon; but the first after sunset, when the bell music of the homing goats is hushed in the streets, the light is fading in the east, and the soft, languid, southern night begins to curtain the gloaming harbour of Syracuse.

Through the dense leaves of the green avenue below, sheltering the sea-walk from the sun, is seen the twinkle of lamps, and over this background of foliage the harbour shimmers, in pearly silver-gray, beneath the arching vault of darkening translucent blue, spangled already with a golden star or two, encircling a crescent silver moon, of which the reflection, invisible as yet, will come soon to the call of darkness. Against that mirror of burnished waters the hulls of the harbour fishing boats and barges are silhouetted pitchy black, and southward looms majestically the great steamer from Tripoli, which dropped anchor there but an hour ago.

A line of lamps along the upper deck is doubled below, in a streak of quivering gold. Seaward the sky is indigo purple, against which the great globes of the embankment lamps hang, like golden oranges, from the shadowy though still distinguishable palms and fig trees. Long I sat there, watching the coming of the night, until the harsh, tearing scream of a passing car brought me back to the active world again.

P. A.

ORDINANCES ALLOWED

THE CROWN'S APPROVAL.

His Majesty the King has not been advised to exercise his power of disallowance with respect to the following Ordinances:—

Ordinance No. 3 of 1927.—An Ordinance to provide against accidents in factories.

Ordinance No. 6 of 1927.—An Ordinance to amend the Public Health and Buildings Ordinance, 1903.

BATHING BEACHES.

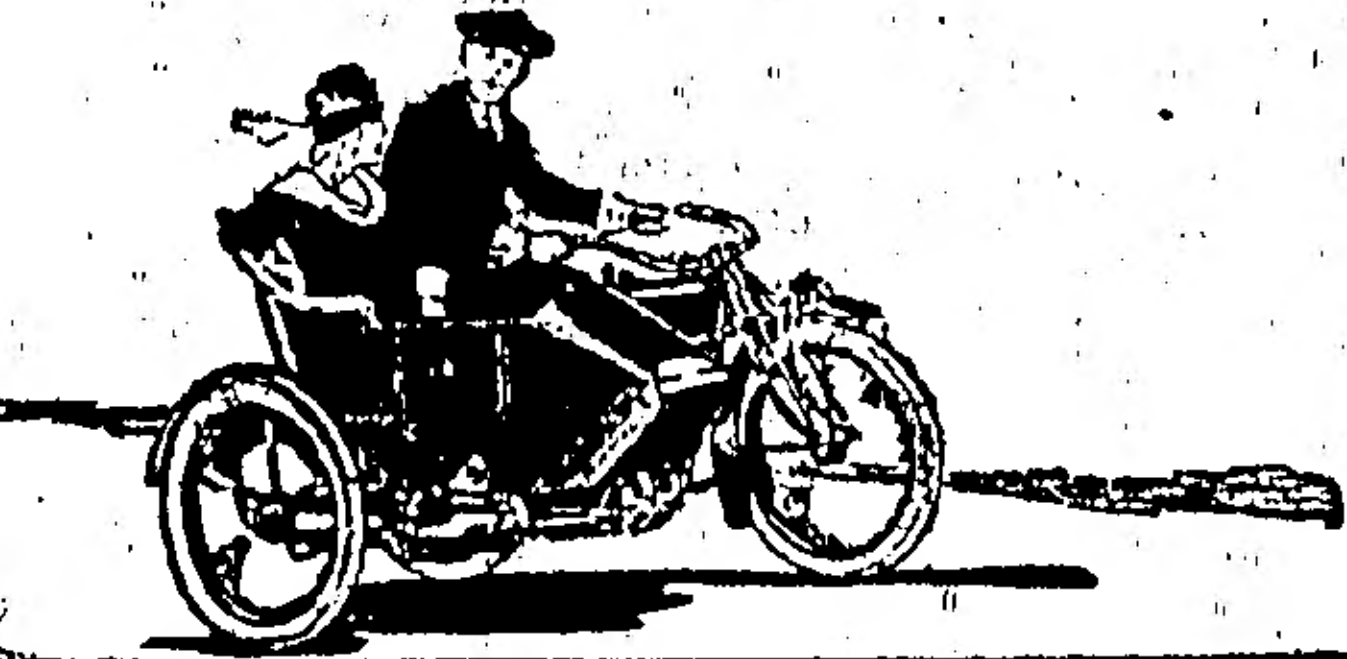
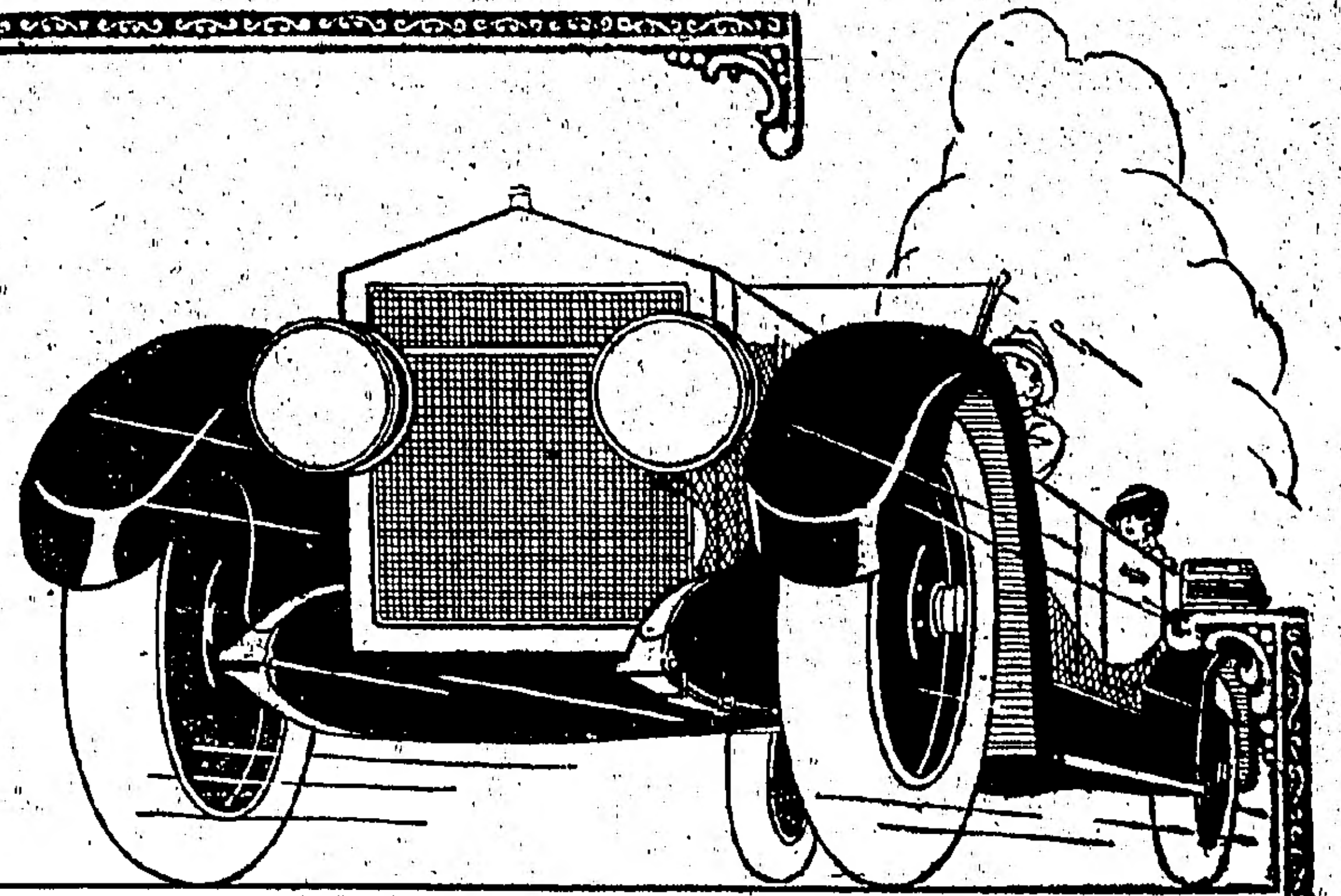
DATES OF CLOSING.

It is announced in the latest Government Gazette that the bathing beaches at North Point and Tai Wan Bay will be closed on and after the evening of Sunday, the 16th October, 1927, and that at Kennedy Town on and after the evening of Monday, the 24th of October, 1927.

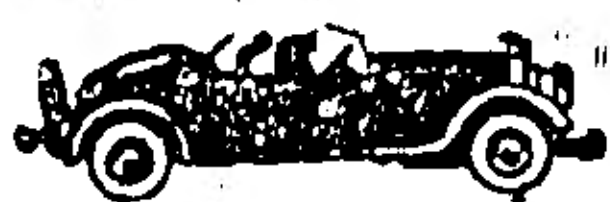
Ordinance No. 9 of 1927.—An Ordinance to protect the revenue of the Colony.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
SATURDAY, 1st OCTOBER, 1927.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT



Fun O' The Fair.

Members of the Hongkong Association are notified that they may leave their cars in the Lee Gardens Street this afternoon, opposite No. 1 Police Station, where the Association's patrols will be on duty.

Signalling Devices.

A device is being tested by the Police, which, if satisfactory, will probably have to be fitted to all left-hand driven motor vehicles. This device consists of an arrow which is electrically operated, a switch being provided for the purpose. The Lion C. S. P. was seen driving a car on the Central Police Station Compound, and testing the system. It is fitted on the bottom of the windscreen on the off side of the vehicle, and the arrow can be switched to the right or left as desired, and is easily seen from either the front or rear at quite a considerable distance. At night time it is illuminated. The only drawback discovered during the test was that the drivers of other left-hand driven cars coming from the rear would not be able to see signals readily, and it is thought that an improvement would be made by fitting a smaller device on the rear side. It is generally admitted that drivers of left-hand driven cars cannot give a satisfactory hand signal, and if a successful system of signalling can be evolved, there will be no chance of future misunderstandings.

Star Ferry.

A notice has recently appeared warning drivers that they must not turn nor stop their vehicles opposite the Star Ferry, Connaught Road, and we understand that leaflets will also be distributed on the subject. We quite agree that such a regulation is necessary, especially when passengers are crossing the road either to or from the ferry. Instances have often been noticed of cars scattering pedestrians at this point, and it is certainly time that steps were taken to prevent this. Cars can easily turn at the junction of Wardley Street and Connaught Road, or at the junction of Pedder Street opposite Blake Pier. Another improvement which might well be effected is that when a crowd of passengers leaving the ferry is about to cross the roadway, the constable on duty should hold up traffic until it has passed. White lines might indicate the route to be taken by pedestrians.

and such a system effectively operated would do away with the present incessant horn-blowing, and, at the same time, stop the practice of cars driving through a crowd of pedestrians.

Motor Cycling.

It is the opinion of many makers that the fitting of a decompressor on a small lightweight engine is unnecessary, and few, therefore, fit one. But the Triumph Company hold other views and consider that easy starting is a valuable feature in the small engine as the large. The wonderful ease with which the 2.77 h.p. Triumph starts is a feature which has endeared it to many a rider who dislikes gymnastics when starting, and for the woman rider it becomes a necessity if really comfortable use of the machine is to be attained.

In the 2.77 h.p. W. De Luxe Triumph engine, the new decompressor takes the form of a knob projecting just above the timing gear case on the left-hand side of the engine crankcase. This knob is the top of a plunger, the lower end of which is milled to the form of a stepped wedge. When the knob is raised by the fingers the exhaust valve rocker spindle, which is spring loaded, and to which the rocker is fixed, moves outwards, bringing the rocker into the path of the decompressor cam, which is alongside the exhaust cam. The inlet rocker is unaffected by this movement.

With the knob in this position, the decompressor cam eases the compressor, yet leaves the cylinder sealed on the explosion stroke, and the engine starts quite easily without all the bother of holding the valve lifter, as in the case of some engines, and with much more effective control, giving a start with the minimum number of turns on the kickstarter and quite obviating any tendency to kick back and catch shin or foot. The return of the knob to its normal position pushes the rocker back, and the latter misses the decompressor cam, and the engine functions normally with fully closed valve on the compression stroke. The knob can be returned by the foot when the engine has started. The device is simplicity itself, and the thrust of the spring in the rocker spindle being taken by a large ball, it does not involve the use of any parts likely to wear.

TRYING OUT CARS.

Points to Observe.

Automobile dealers have adopted the practice of letting the new car demonstrate itself. They have prospects take out their cars for trials, without the presence of a salesman.

That leaves much of the information the prospective owner usually gets from the salesman to be ascertained from the automobile itself. It means driving it in traffic and on the high road, up hill and down and under all sorts of weather conditions, and finishes with the driver feeling more certain of the car than he would if a salesman told him about it.

But such trials require at least two days of driving. One day should be given over to driving the car under ordinary everyday conditions, the kind the owner meets on his daily rounds.

The next day should be devoted to a trial in the country, where the throttle can be opened wide, where a steep, long hill may be tried going up and coming down, and where the effects of a long jaunt may be felt on the driver and passengers.

If possible, a third day should be taken up by the woman of the family, if she intends to drive the car. For often it may be found that a car found perfect for one person will not suit another.

In the case of a woman, the pedals may be too far for her, or she might have to sink far down into her seat to get to the starter button, or the accelerator rest may not suit her.

It is in the driving position that women find cars especially trying. They should have their part in the final decision, if they are to drive the car.

For the general trial, the automobile should be on the test block from the start. How does it start? Does it warm up easily? Does it get too hot?

On the run down to work, see how the new product stands up against the other cars in traffic, how it picks up as soon as the light turns green, how it stops in emergencies, and how it responds to the steering wheel.

When the day is done, check gasoline consumption against mileage.

If it is raining, note whether the windshield is watertight, and try out the brakes on the wet pavement to see whether they are equalized.

Close all the windows, and see whether the car rumbles. Drive the car alone, and see how it rides. A full car helps smooth out rough roads.

Test out the various gears, including reverse, for sound and control. Second gear especially, which is used often exclusively in heavy slow traffic, should be pleasing to the ear.

The speedometer should be tested for reliability. Match it against a known distance to see whether it records properly. Also match it for speed against a car whose speedometer is known to be accurate.

Speedometers usually are accurate around 25 to 35 miles an hour. Above or below this range they are less and less truthful.

The place for the battery should be accessible. The tool chest should be accessible and in it should be the kind and assortment of tools that will not induce you to profanity when you are forced to use them.

The jack, especially, should be strong and dependable.

TWO NEW TO ONE USED.

For every two new cars sold in the United States, one old car is traded in as part payment, according to Assistant Chief Irving H. Taylor of the Department of Commerce, automotive division. Two out of every five cars were used for replacement in 1926, which represents almost 40 per cent. of the world production.

LONDON'S STREET PERILS.

Three People Killed Every Day.

PEDESTRIANS MORE CARELESS.

Official figures issued recently by the Metropolitan Police show that during April, May, and June this year there was an average of 8 people killed and 323 injured in the streets of London every day.

It is shown by the police figures that three-quarters of the deaths were caused by people crossing the road carelessly, dodging vehicles, playing or walking in the road, or stepping off pavements without due care.

The police report shows vividly that the streets are constantly becoming more perilous, despite warnings and numerous precautions taken by the traffic authorities.

White lines, one-way traffic, electric signs, and notice boards have been introduced all over London, but, as the record proves, accidents are increasing at an alarming rate.

According to the record there were 261 people killed in the streets of London during the second quarter of the year, and there were 29,717 non-fatal accidents.

The Increase.

In the first three months of the year the figures were:—

214 killed.
21,324 non-fatal accidents.
The figures for the first six months of last year were:

First Quarter.
Killed 214
Non-fatal 21,324

Second Quarter.
Killed 254
Non-fatal 20,725
It will thus be seen that there were 8,992 more accidents during

April, May, and June than in the corresponding period of last year, and in the second three months of this year there were 47 more people killed than in the first three months. This is equal to a rise of nearly four a week.

Altogether last year there were 1,003 people killed and 46,036 injured in the streets of London, the first six months taking a toll of 441 lives. In the first half of this year there were 475 fatal and 51,059 non-fatal accidents.

How were all these 475 people killed? The report for the half-year shows that:

115 were crossing the road carelessly.

50 hesitated or faltered.

36 passed between, behind, or in front of stationary vehicles.

The 261 deaths in the second quarter, with the vehicles concerned, were accounted for thus:

82 private motor-cars.
80 trade and commercial cars and lorries.

42 motor-cycles.
28 omnibuses.
11 horse-drawn trade and commercial vehicles.

8 taxicabs.
8 pedal bicycles.
2 tramway-cars.

During the half-year 38 motor-cyclists and 6 pillion-riders were killed. Six of the motor-cyclists who were killed were carrying pillion riders.

One significant point stands out in the report, and that is that, despite all the efforts of the authorities to introduce schemes which will make the roads safer, pedestrians themselves are becoming more careless.

AMBITIOUS SCHEME.

W. R. Morris's Wolseley Policy.

The announcement of the Wolseley Company that the prices of the Wolseley Six will remain unaltered, not only for this season, also for the next, is distinctly interesting from more than one point of view.

When the motorist buys a new car and finds after a month or two that the makers have reduced the price, he feels seriously aggrieved. His car is no longer proud possession; it was—into his mind creeps a distinct sense of loss, even though his car is as good as ever, and he is acutely conscious that when he comes to part with it the car will realise much less.

This policy of declaring the price for more than a year ahead requires much courage on the part of the makers, but will be warmly welcomed by all carowners as a safeguard which is long overdue.

But even more interesting is the evidence this announcement affords of Mr. W. R. Morris's policy with regard to Wolseley cars. In the public mind the name of this great manufacturer has long been associated with quantity production—with the making of a good reliable car at a very low figure.

In his new venture, however, Mr. Morris proposes to proceed along somewhat different lines. Quality production is to be the keynote. The Wolseley tradition of high-grade workmanship is to be maintained to the utmost, reinforced, of course, by the Morris policy of thoroughness.

Whatever is saved in cost by improved manufacturing method is to be put back into the cars in the form of increased value.

The standard aimed at is very high indeed—for Mr. Morris makes no secret of his intention to make the Wolseleys the best cars in the world.

PRIVATE FLYING.

Aircraft and Carcraft.

There are signs that an increasing amount of attention is being paid in the Dominions and also in England to the commercial possibilities of private flying. In the heart of London for instance one can buy not only a motor car but also an aeroplane or aeroplane engine, while in the Dominions there are quite a number of motor car agents, many of whom flew during the war, and now foresee the time when the aircraft side of their business may be a most profitable one.

In view of these developments it is not surprising to find that some of the most far-seeing men in the British motor car trade are developing the aviation side of their business. Perhaps the most striking example of this is Armstrong Siddeley Motors, Ltd., who besides claiming to be the largest makers of six-cylinder cars in Europe, have devoted a large section of their works to the manufacture of aero engines, the best known of which are probably the fourteen-cylinder Jaguar and the five-cylinder Genet, which is now being used on the lightest forms of aircraft.

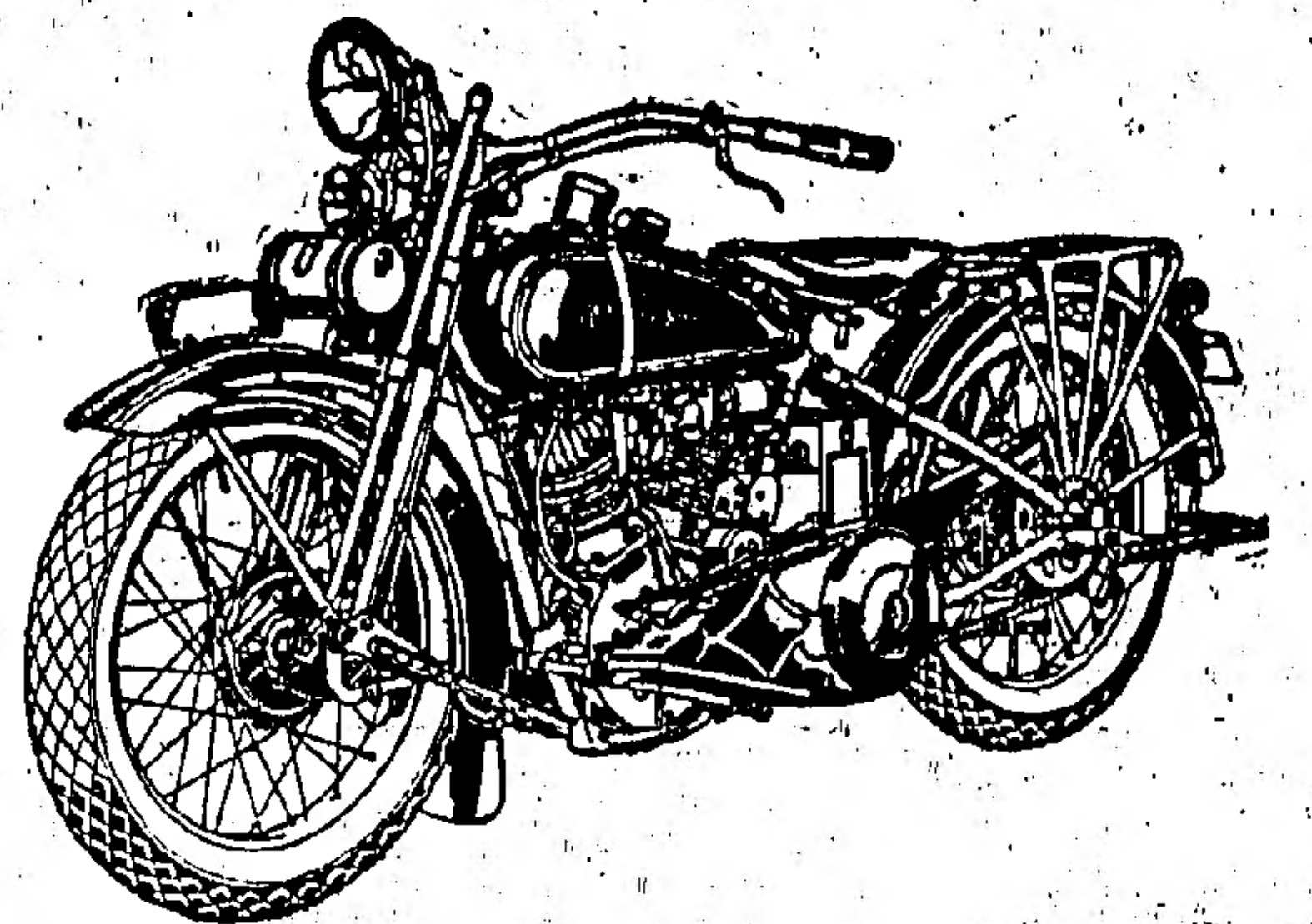
In addition to this steel aircraft are made in quantity, and so successfully have engine and machine been combined, that the products of this concern are standardised in the R. A. F.

Probably later on other manufacturers will follow suit but it is to the pioneers who risked their money in the first place and saw the possibilities of aviation that the credit must be given.

RUBBER STREET WEARS.

New Bridge Street, London, was recently paved with rubber blocks. After six months of wear, it is said to be in almost perfect condition. The street is located in the heart of London's busiest section.

1928 HARLEY-DAVIDSON



FORE-WHEEL BRAKES, THROTTLE—CONTROLLED MECHANICAL OILER AND AIR-CLEANER

are prominent advancements.

SPECIAL SPORT SOLOS ARE LEADERS ARE NOW IN STOCK.

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Telephone K1242.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES. Take Bus Route No. 7. (Passes Door).

When You Say—

“Give Me A Gallon of Oil”

You Mean

“I Don't Care How It's Made!”

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It is much the same in refining lubricating oils. Even the best crude oil does not always make fine lubricating oil. Without correct and adequate refining, processing, and specialized experience, it is impossible to make high-grade oil from any crude.

How do ordinary oils compare with Gargyle Mobiloil in refining? Many cost only one-half as much to make. Where there is one step in refining these oils, there are probably three steps in producing Mobiloil.

More. Mobiloil is made only from crudes oils specially chosen for LUBRICATING value. Mobiloil is not a gasoline by-product.

Mobiloil is by far the most used oil among men who build automobile engines. 182 automobile manufacturers approve the Mobiloil Chart.



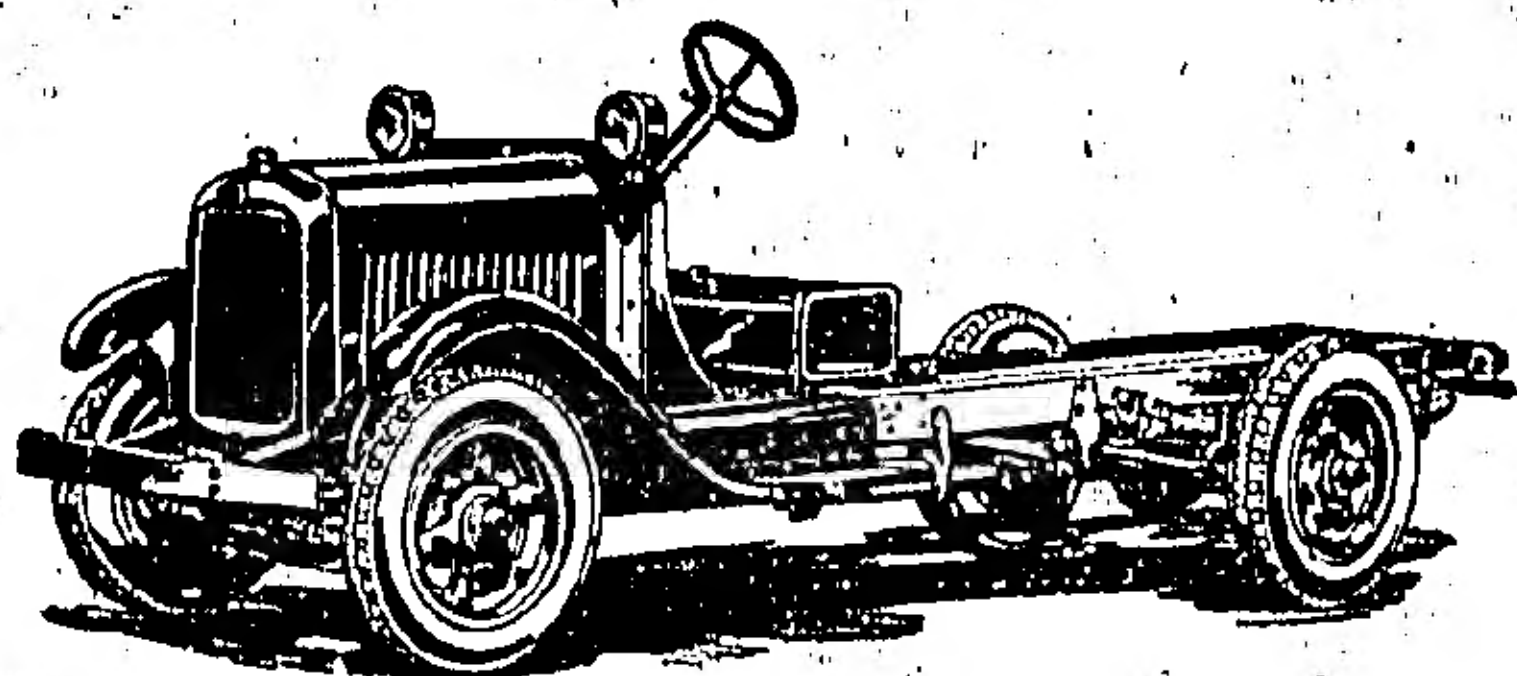
Mobiloil

Mobiloil Chart your guide

VACUUM OIL CO.



GENERAL MOTORS (G.M.C.) TRUCKS



This entirely new line of General Motors (G.M.C.) Trucks is powered by the famous 6-cylinder Buick Valve-in-head engine. This is in every sense of the word a modern truck—designed for modern traffic. These trucks are available in the following chassis types:

1-ton Model T-20—6-cylinder:

132-inch wheelbase 23.44 horsepower

2-ton Model T-40—6-cylinder:

136-inch wheelbase 29.40 horsepower
150-inch wheelbase 29.40 horsepower
162-inch wheelbase 29.40 horsepower

2-ton Model T-50—6-cylinder:

136-inch wheelbase 29.40 horsepower
150-inch wheelbase 29.40 horsepower
162-inch wheelbase 29.40 horsepower

These G.M.C. Trucks are supreme in flexibility and in endurance. Equally remarkable is the low price which is only possible because of the tremendous volume of General Motors Production. General Motors (G.M.C.) Trucks and Tractors are also available in heavy duty types, the capacities of which range from 2½ to 15 tons.

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33 WONG NEI CHUNG ROAD --- HAPPY VALLEY.

THE MOTOR UNION

INSURANCE CO. LTD.

Incorporated in England

(Under the auspices of the Automobile Association)

PROMPT AND LIBERAL CLAIM SETTLEMENTS.

LOCAL AGENTS.

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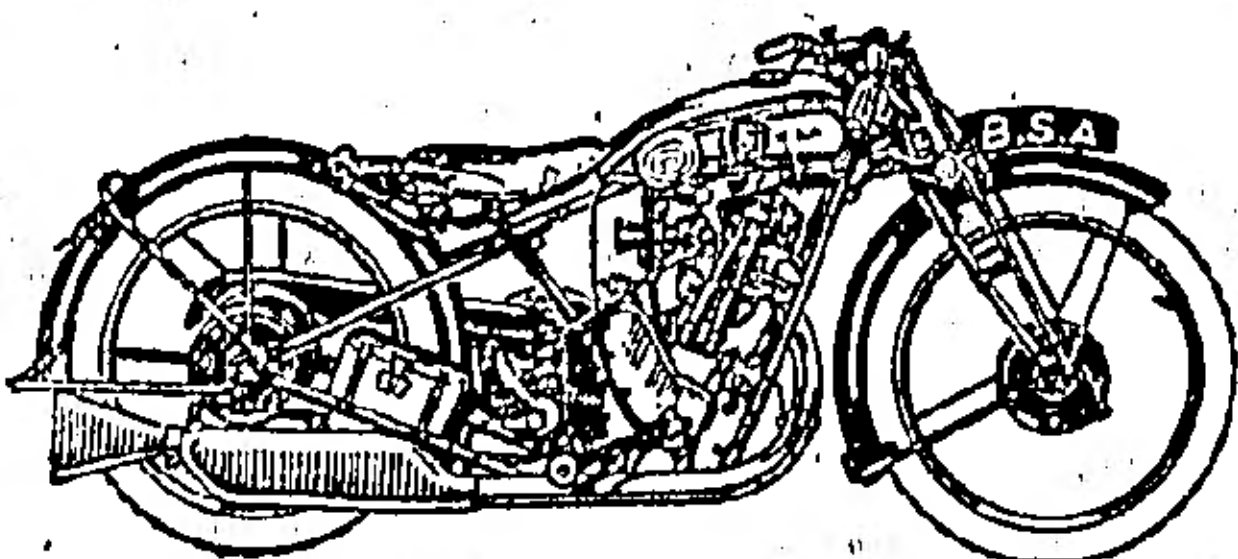
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Ride with Comfort on a B. S. A.



Model S27 O.H.V. 4.93 p.h.

The B.S.A. 4.93 h.p. O.H.V. model motorcycle meets the demands of those riders who desire fast riding in comfort and reliability. The exceptionally low saddle position makes it an easily controlled machine, and every part of it is up to the world-famed B.S.A. high standard of quality.

And it is sold by us at a price made possible only by our economical handling costs.

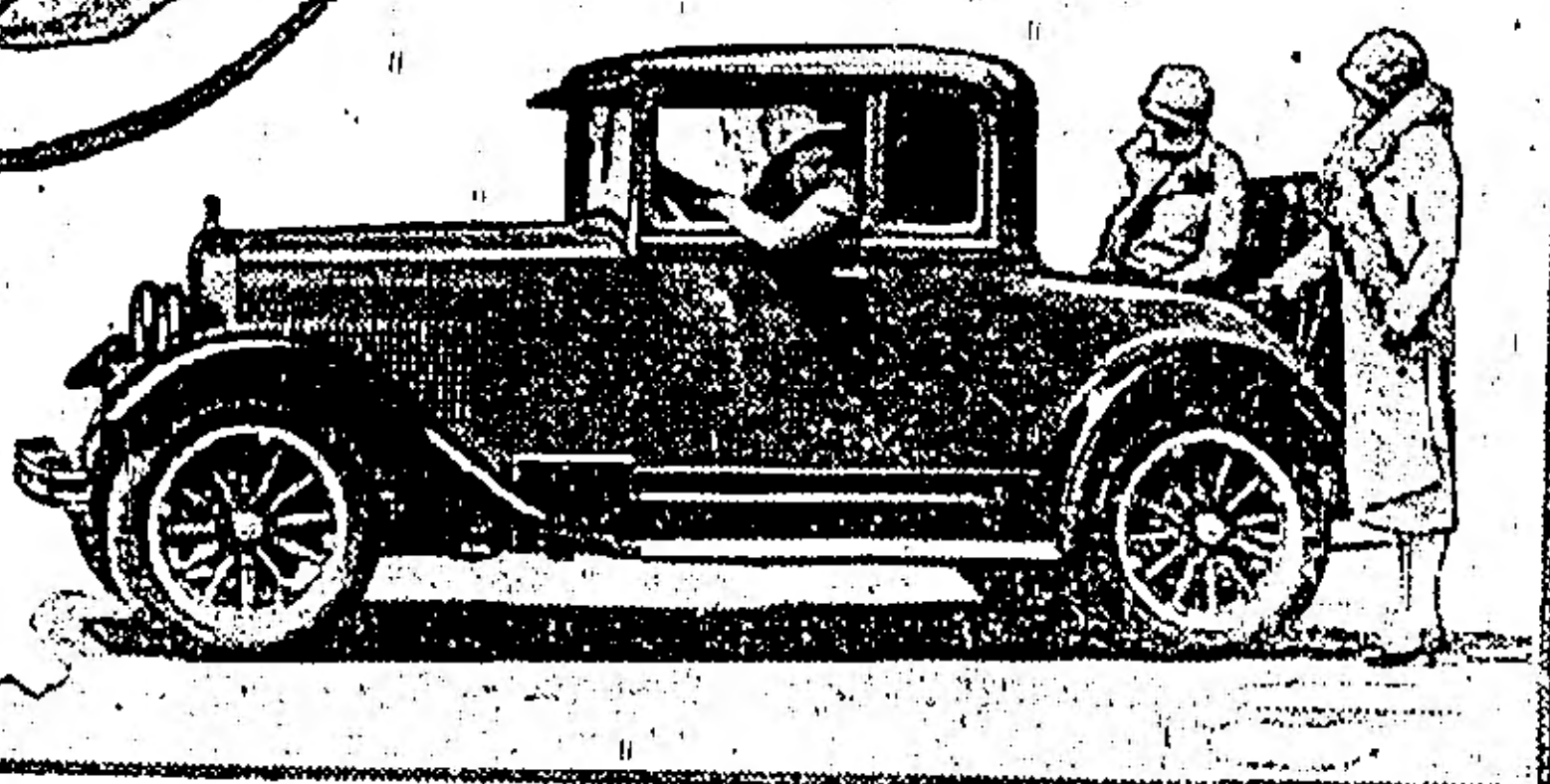
Ask for full particulars.

THE SINCERE CO., LTD.
SOLE AGENTS

1902'S SMART CAR VS. 1927'S SMART CAR.



At right—The height of motoring smartness a quarter of a century later — Studebaker's new Erskine Sport Coupe.



What a change the years have wrought! In circle the height of fashion back in 1902—a Studebaker electric, one of the first of the power driven vehicles built by Studebaker.

What a quarter of a century of progress has done to change motor cars is strikingly represented in a comparison of the smart new car of 1902 and of 1927. Twenty-five years ago the Studebaker electric runabout was the last word in transportation. Viewed somewhat askance by conservatives who were loth to replace their high stepping horses with the new fangled horseless carriages, the 1902 runabout was nevertheless considered the smartest turnout of the day. Progress affords few greater contrasts than that between the 1902

runabout and the Erskine Six Sport Coupe, which is accepted as the height of motoring fashion today. In the former a crude adaptation of a carriage body is mounted on the stubby framework of the electric. In the latter we find a graceful, low swung and distinctively designed body created by Dietrich—a master custom body builder—who took his inspiration for the body design from the smartest of Europe's high priced cars. Compact in its proportions, the Erskine Six Sport Coupe affords ample room for two in the beautiful-

ly finished interior, with seats for an extra couple in the commodious leather upholstered rumble seat in the rear deck.

Not only in appearance and comfort but in performance, too, the Erskine is a far cry from the 1902 runabout. Its sturdy economical motor will zoom from 5 to 25 miles an hour in 8½ seconds, and climb swiftly to a steady 60 miles an hour. And a mile a minute twenty-five years ago was a speed only visionaries such as Jules Verne believed would someday be possible.

NEW PROBLEM.

Kerosene as a Fuel.

The possibility of employing kerosene or paraffin in what are practically ordinary petrol engines, is a question which is receiving considerable attention at the present moment, especially in tropical countries where this heavier type of fuel is often available when petrol is practically unobtainable. With light fuels of high volatility, not only is the loss by evaporation heavy, but the fire risk, where large quantities have to be stored is considerable. Apart from these points, there is the question of price. If the heavier fractions, such as paraffin or kerosene could be employed to a greater extent, not only would the cost of distillation be reduced, but the quantities available from a given amount of crude oil would be increased. Even now, the cheaper grades of these heavier oils can be purchased at one third less than the price of the petrol, and although the importance of fuel cost cannot be so great when considering private cars and the lighter types of commercial vehicles, yet in the heavier models, which may be obtaining a low mileage to the gallon of petrol, this cost to be looked into most carefully if economy is to be obtained.

Many commercial vehicles purchased by Overseas Governments and Trading Concerns have been running satisfactorily on kerosene during several years, and are continuing to do so, and where practicable, many commercial firms would save large sums of money per annum by running their vehicles on this fuel, provided that the correct type of vaporiser in conjunction with the carburettor be employed, and that attention is given to the very important matter of oil dilution in the crank case. It is not economy to fit an apparatus of unsatisfactory type which may save a few pounds in fuel cost, and yet involve much heavy expenditure for engine repairs. It may be of interest to users of motor vehicles to know that the well known Albion Motor Car Co., Ltd., of Glasgow, have for many years past sold a considerable number of their chassis suitable to run on kerosene fuel, these being particularly for the export trade. These chassis are, of course, fitted with a special carburettor to deal with petrol or kerosene. The general principle on which this vaporiser works is that the mixture is drawn through a special exhaust heated chamber in such a manner that the exhaust gases impart a considerable heat to the mixture and a proper vaporisation of the fuel is obtained.

The Albion-Murray lubrication system is peculiarly suitable for use in heavy oil-engines, because with it each bearing and each cylinder receives a small supply of entirely fresh and uncontaminated oil for so many revolutions of the crank shaft. It has been proved again and again by users of the Albion kerosene vehicles, that the mileage per gallon is normally as good as that given by the same vehicles on petrol fuel. From such experience, it will be readily appreciated that by the simple adoption of a means to assist in complete combustion of fuel heavier than petrol, there are possibilities presented to the transport owners which should not be overlooked.

MOTORING AT HOME.

Entering the Free State.

Motorists in Great Britain and Northern Ireland who contemplate tours in the Irish Free State will be pleased to learn that the Automobile Association has made arrangements with the Free State Customs whereby certain Customs forms which hitherto had to be completed on reaching the Free State, will in future be embodied in the Triptyques.

The value of this concession will be readily appreciated by those motorists who have had experience of the old system which frequently resulted in serious delay occurring at the Frontier Station, owing to the Customs forms in question not being available.

Anything that tends to make it easier for the motorist to enter the Free State from Great Britain or Northern Ireland, or vice versa, is to be welcomed.

At the moment there are no less than 1200 Automobile Association Triptyques in circulation.

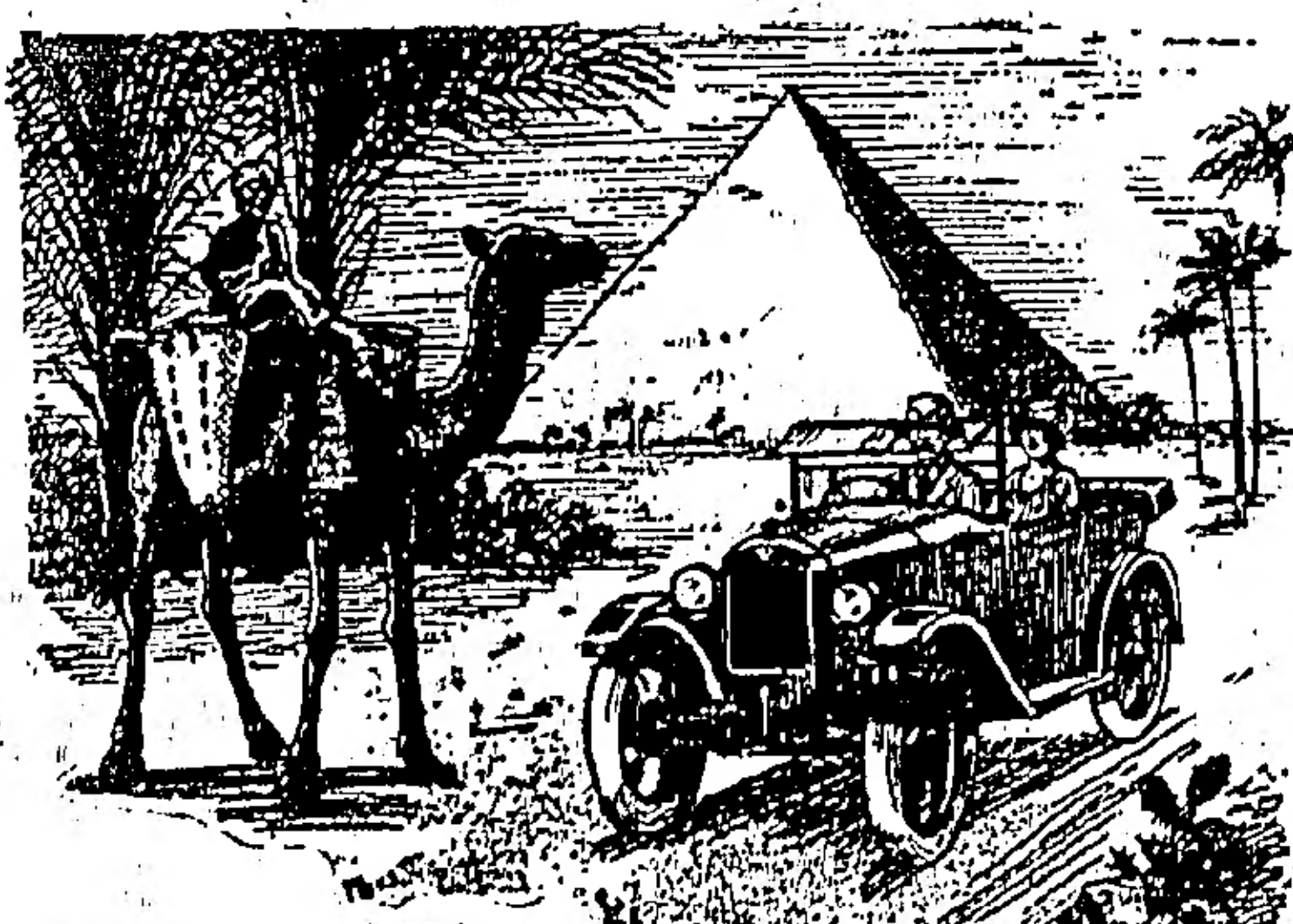
EXCESSIVE PENALTY.

Successful Motoring Appeal.

At the London Sessions just held, a motorist, supported by the Automobile Association, successfully appealed against a recent conviction by Mr. Mead at West London Police Court.

The case was one in which the defendant was alleged to have driven along Kensington Road and disobeyed the signal of a Police Officer, but although it was argued by the A. A. solicitor that the signal was misunderstood and there was no other danger, defendant was ordered to pay a fine of £10, his licence also being endorsed and suspended for a period of six months.

At the hearing of the appeal, it was contended that the penalties were excessive, and the Court cancelled the endorsement and removed the suspension.



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An automatic parking garage which will entail not only less labour and worry on the part of the weary downtown auto driver, but will enlarge the amount of parking space in a building, is the work of three Milwaukee inventors. Public garages of ten, 20 and 30 stories with elevators travelling at the rate of 500 feet a minute is the plan. Cars are driven into the building, carried to their proper

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What is said to be the longest continuous stretch of concrete road in the world runs between White Bear and Duluth, Minn. It is 137 miles long.

floor, are automatically removed from the elevator, placed on a truck and are parked in their own stalls.

Precise parking and the elimination of ramps will make possible the parking of from 40 to 50 per cent more cars.

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some
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on the hills
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that brings
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29.40 H.P. R.A.C. Rating—block test actually develops more than 80 H.P.—288.60 cubic inches piston displacement.

Model 526—Single Six—126-inch wheelbase.	
Phaeton	5-seater G.\$2,695
Rumble Seat Roadster	4-seater 2,695
Sedan	5-seater 2,805
Coupe	4-seater 2,870
Convertible Coupe	4-seater 2,945
Model 533—Single Six—133-inch wheelbase.	
Roadster	4-seater G.\$2,815
Phaeton	5-seater 2,815
Touring	7-seater 2,915
Coupe	4-seater 3,220
Club Sedan	5-seater 3,220
Sedan	7-seater 3,235
Sedan Limousine	7-seater 3,335

PACKARD STRAIGHT EIGHT MOTOR CARRIAGES.

39.20 H.P. R.A.C. Rating—block test actually develops more than 105 H.P.—384.80 cubic inches piston displacement.

Model 443—Straight Eight—143-inch wheelbase.	
Rumble Seat Roadster	4-seater G.\$4,480
Phaeton	5-seater 4,480
Touring	7-seater 4,535
Coupe	4-seater 5,375
Club Sedan	5-seater 5,375
Sedan	7-seater 5,780
Sedan Limousine	7-seater 5,880

The above prices are for delivery in Hongkong or Kowloon.

All prices and specifications subject to change without notice.

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PACKARD RECORDS.

Aero Engine's Success.

Twelve new world records have been added to those which have been piled up by the Packard Motor Car Company. The new marks were established when Lieut. Byron Connel piloted a PN-10 flying boat into the air at San Diego with a total gross load of nearly 11 tons and remained aloft 11 hours, seven minutes and 18 seconds. The PN-10 was driven through the air by two 600 horse power Packard motors.

Packard began establishing new records for the whole world to compete against in 1904 when the famous "Gray Wolf" racing car traveled a mile in 1 minute 46 2/5 seconds. Since then on land, water and in the air Packard motors have established more than 60 world records. One of the most acclaimed of these at the time it was made was the automobile speed mark of 148.3 miles an hour for one mile set up by Ralph De Palma in 1919. This was considered to be practically the limit of speed for men until the following year when Lieut. Massey of the U. S. Army traveled at the rate of 178 miles an hour for 30 miles in winning the Pulitzer Cup race for airplanes, his Packard 600 horse power engine giving Packard another world's record.

The world's record for duration of flight with sea planes was nearly doubled by the Packard motored PN-9, a type of Navy patrol plane of which the PN-10 represents the latest improvement. It remained in the air 28 hours, 35 minutes and 20 seconds. Some time later with

Lieut. Connel at the controls and the late Commander John Rodgers as navigator the same PN-9 ship established a world's record for distance for sea planes by traveling 1,992 statute miles across the Pacific Ocean in an effort to reach Honolulu which only failed because the gasoline supply was completely exhausted.

Besides finishing first in the classic Gold Cup race six years in succession, including the 1927 contest, Packard motors have set up many world records in motor boats. Two of them were records for boats of any type or size. One was a 24-hour run of 1064 miles by Com. Harry B. Greening, of Hamilton, Ont. The other was a speed of 55.56 miles an hour for a distance of 150 miles, a record set up by Col. J. G. Vincent, Packard vice president of engineering, while winning the famous Detroit Sweepstakes motor boat in 1925.

These last 12 world records established by Lieut. Connel with engines designed and built by Packard included six which were regained from Italy. Lieut. Connel was accompanied by S. R. Pope, aviation pilot and W. R. Seeling, mechanic on his record breaking trip.

The PN-10 carried a "pay load" of 4468.4 pounds of sand when it was sent into the air. In addition to this was more than 4800 pounds of gasoline, 70 gallons of oil and its human cargo of 550 pounds. A run of five miles in the open Pacific Ocean was required to get this enormous weight into the air. Once in the air the big plane kept roaring about a 15 mile course for 61 hours when Lieut. Connel, satisfied that he had regained all six of the Italian records for the U. S. Navy and established six new records brought his ship back safely to the naval aircraft station on North Island in San Diego Bay.

HARLEY-DAVIDSON.

Features of 1928 Models.

FORE-WHEEL BRAKES.

Both wheels efficiently braked and motor lubrication controlled by the throttle are two outstanding features in the advancements made by the Harley-Davidson Motor Company, of Milwaukee, Wis., for the 1928 season. For models using the De Luxe carburetor an efficient air-cleaner is a standard fitment and there is a sturdy and positive-acting gearshift lock on the twin machines. Seven points on the frame have been reinforced to take care of every stress and strain arising from commercial usage.

Two Special Sport Solos, one of 74 cubic inches and the other of 61 cubic inches, head the line of models. These are Dow metal piston fitted, while their running mate Sport Solos have the well-known and tried-and-true Harley-Davidson iron alloy piston. The old reliable standard models with twin cylinder power-plants, the little 80-miles per gallon side-valve Single and an over-head valve model Single complete the offering of 1928 machines. In sidecars there is the single passenger and also a double passenger model.

Fore-Wheel Brake.

With the reliable Harley-Davidson brake on the rear hub and the new internal-expanding brake on the front hub, the 1928 product from the big Milwaukee plant is equipped to meet any and all traffic conditions. The shoes within the fore-wheel brake are actuated by a special expanding action put into operation by a lever controlled by wire mechanism from the left handlebar. The lower end of the mechanism is anchored to the brake end-plate and great care in design is visible that the sheath shall not be cramped even by the extreme action of the front forks. The sheath is further supported by a clip fitted to the anchorage on the lower end of the left rigid fork stem. To this anchorage, which is practically part of the fork end, is coupled an anchor-member whose forward end is fitted to a lug on the brake end-plate. At the end-plate and at the anchorage Alemite fittings are provided to insure proper lubrication. This method of anchoring the fore-wheel brake to the motorcycle allows of any movement of the wheel in the forks without at all affecting the action of the brake. The adjustment is very simple and there is nothing to get out of order.

Controlled Oil-Flow.

The second of the important advancements is the throttle-controlled mechanical oiler. A device governing the flow of oil from the mechanical oiler to the crankcase and working parts is interconnected with the throttle of the carburetor so that no matter what the opening of the throttle the correct amount of oil will be fed. This device has been so designed as to obviate the necessity of pumping oil with the hand pump when riding at high speeds and keeps the rider's hands on the grip where they should be. The hand oil pump is of course retained to fill the crankcase after flushing. This throttle control of the oil flow is again in the line of devices which annually contribute to make the Harley-Davidson motorcycle more convenient and positive acting.

Air Cleaner.

This dirt removing device, fitted to the De Luxe carburetor only, fits over the auxiliary air intake. Grit and dirt are trapped in the cleaner and can be expelled through a small opening. The company gave this device an exhausting trial before adopting it, so that there is nothing experimental about it. Its use gives a clean mixture for all riding conditions.

Gearshift Lock.

For 1928 the gearshift lock is formed as part of the clutch-operating arm, a lug on the arm fitting into notches on the shift quadrant. It absolutely prevents gears slipping out of mesh and shifting when the clutch is not in proper position.

Special Sport Solos.

These are electrically equipped and fitted with the new fore-wheel brake, air-cleaner, throttle-controlled mechanical oiler and gearshift lock. They have narrow tanks, snappy roadster handlebars, racing type Dow metal pistons and 25 x 3.55" balloon tyres. The Special Sport Solos are not intended to be used with sidecars. The handlebars on these models are both racy-looking and comfortable to use. They don't strain the shoulders or tire the arms, which is more than can be said of many types of speed bars. These machines provide a low riding position which assures easy handling and comfortable riding.

In which desirable feature the handlebars are always an important factor.

The 74 cubic inch and 61 cubic inch Sport Solos are similar to the Specials except that Harley-Davidson iron alloy pistons are used. In none of the twin motors has it been found desirable to make any changes in design or construction, years of usage and millions of miles of road service having made such alterations unnecessary.

Standard Models.

These twin machines are so familiar all over the world that a description of them is unnecessary. No changes have been needed in their construction and none have been made. They are fitted with the fore-wheel brake, throttle-controlled mechanical oiler, air cleaner and gearshift lock. As far as world-wide identification is concerned they would be known as Harley-Davidson anywhere even if all names and trademarks were left off.

The Singles.

The side-valve and overhead valve Singles also carry the fore-wheel brake, and throttle-governed lubrication. The side-valve model in addition has the air-cleaner and Dowmetal pistons, while the over-

head valve model is fitted with aluminum pistons and no air-cleaner. There is a new connecting rod and flywheel assembly, also. Other changes on these models include 1/2 inch pitch chains, larger cushion engine sprocket, a new oil retainer in the gearbox, wider balanced mudguards, hinged rear mudguard, longer handlebars and a new horn bracket. These Singles have always been characterized by a quick get-away with excellent speed and great ease in handling.

1928 Sidecar.

For the new season the extension axle has been discontinued and a fixed axle is standard. This axle is situated further forward on a newly-designed chassis which gives a lower position to the sidecar and adds a snappy, racy appearance to the outfit. The new axle is particularly designed to withstand the strains imposed by the roughest roads. The sidecar brings the passenger closer to the rider, thus increasing chumminess. The characteristic longitudinal spring suspension of the body is of course continued, this springing being by far the easiest the rider has ever ridden on. As usual, there is plenty of leg room and the upholstery is ample. The new combination handles more easily than previous outfits.

BUICK for 1928

Our first order for one Model 115-24 4-passenger Dickey Seat Roadster; three Model 115-25 5-passenger Tourings and two Model 128-49 7-passenger Tourings is due to arrive at an early date. All of the cars in this first shipment have been sold.

Our second shipment of one Model 115-24 4-passenger Roadster and five Model 115-25 5-passenger Tourings is being disposed of rapidly.

Orders will necessarily have to be filled strictly in rotation.

These current model Buicks are the product of General Motors of Canada, Ltd., being manufactured in Oshawa, Ontario. They bear both the "Maple Leaf" and the "Made in Canada" mark. Delivered prices will be the lowest at which Buick Motor Cars have ever been sold in this territory.

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This 4-Door Studebaker Dictator Sedan

Companion car to the famous Commander

Now G\$1575 Think of it!

including front and rear bumpers, shock absorbers, etc.—more than \$200 in extra equipment without extra cost.

AND \$1675 NETT CASH DELIVERED

The Studebaker Dictator is the most powerful sedan in the world of its size and weight, according to the ratings of the Society of Automotive Engineers.

And according to all comparisons it is the greatest value ever offered—a bargain in quality at its new One-Price price!

You must see it to appreciate its beauty—ride in it to know its comfort—and drive it to know its abundant flow of smooth, eager power!

\$200 worth of extra equipment without extra cost

All Studebaker models have more than \$200 worth of extra equipment, including front and rear bumpers, shock absorbers, engine thermometer and hydrostatic gasoline gauge on the dash; and coincidence lock to ignition and steering. Equipment also includes:

4-wheel brakes; disc wheels; full-size balloon tires; no-draft ventilating windshield (exclusively Studebaker); oil filter; automatic windshield cleaner; rear vision mirror; rear traffic signal light; cowl lights and two-beam beam headlights, controlled from steering wheel.

NEW LOW PRICES

The Dictator

	WAS	IS
Sedan (4-dr.) plush	\$1645	\$1575
Sedan (4-dr.) mohair	1735	1675
Victoria	1700	1675
Coupe, for 2	1645	1575
Coupe, for 4	1755	1675
Roadster, for 2	1485	1485
Duplex Phaeton	1490	1490
Tourer, for 5	1450	1450
Tourer, for 7	1530	1530

The Commander

	WAS	IS
Sedan	\$1940	\$1875
Sedan, Regal	2165	1975
Victoria	1900	1875
Victoria, Regal	2050	1905
Coupe, for 2	1905	1875
Coupe, Regal, for 4	2030	1905
Roadster, for 4	1835	1835

The President

	WAS	IS
Sedan, for 7	\$2575	\$2435
Tourer, for 7	2250	2200
Limousine	2925	2790

Erskine Six

	WAS	IS
Custom Sedan	\$1300	\$1250
Sport Coupe, for 4	1300	1250
Coupe, for 2	1200	1200
Sport Roadster	1300	1200
Tourer	1200	1150

All prices nett cash delivered.

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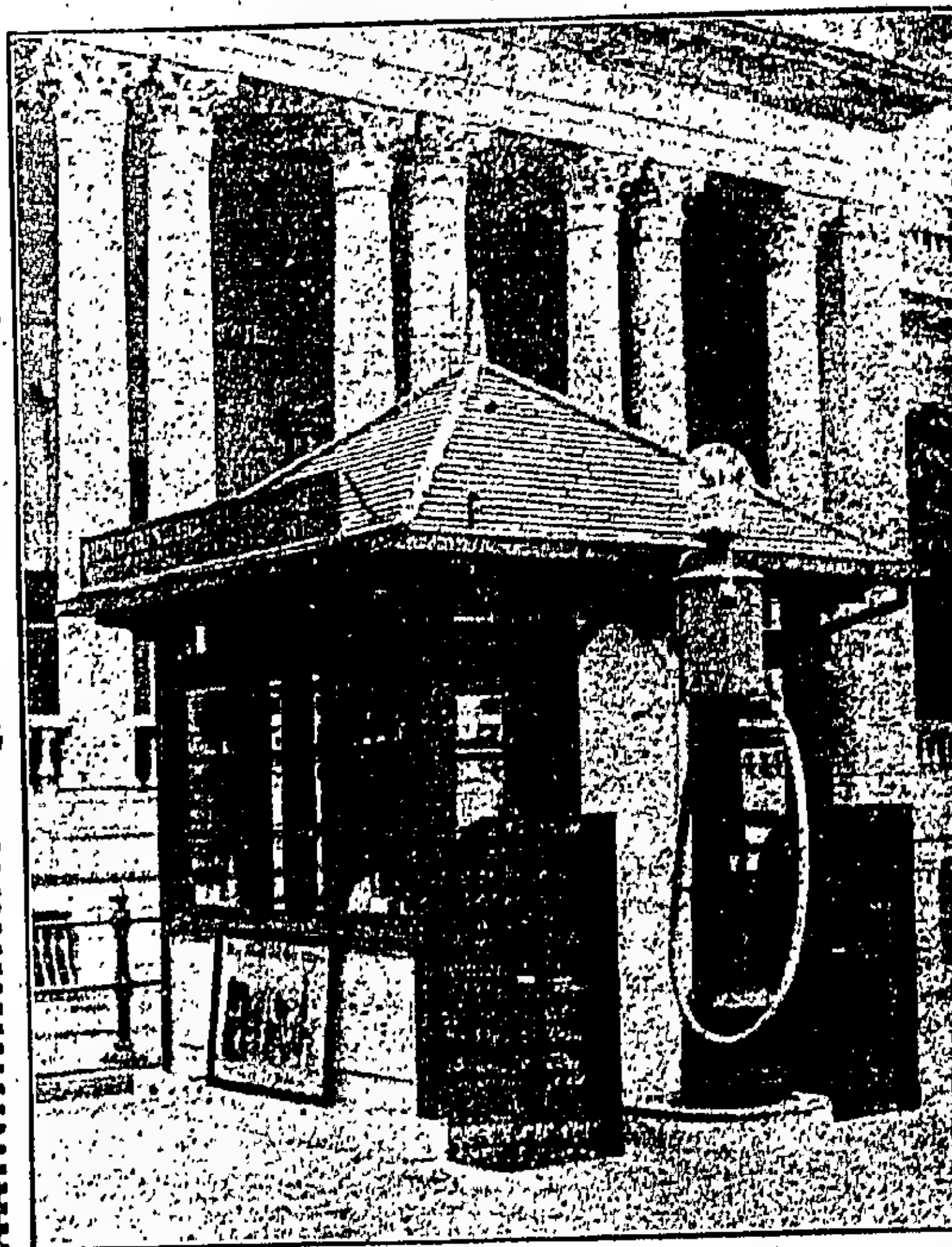
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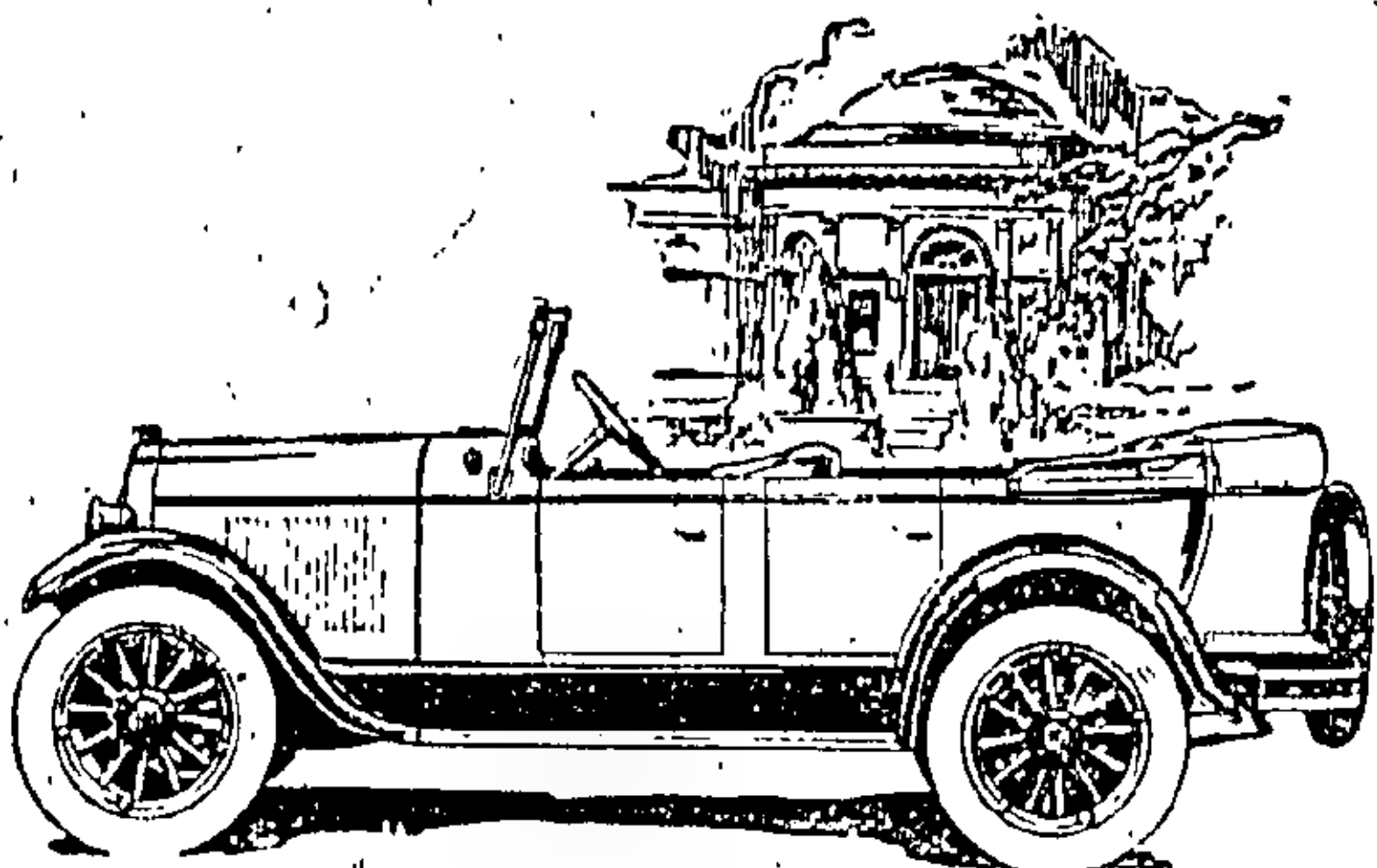
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OLDSMOBILE SIX

PRODUCT OF GENERAL MOTORS

111-inch Wheelbase—19.84 H.P. (R.A.C. Rating)—185 cubic inches piston displacement—1928 model.



Our second shipment of four of the 1928 Model Oldsmobile Touring Cars is due to arrive on October 2. The last car of this second shipment was sold on August 26.

Our third shipment of six of the 1928 Model Touring Cars is due to arrive on October 24. Although orders are being booked rapidly for this third shipment, a few cars are still available. Orders will necessarily have to be filled strictly in rotation.

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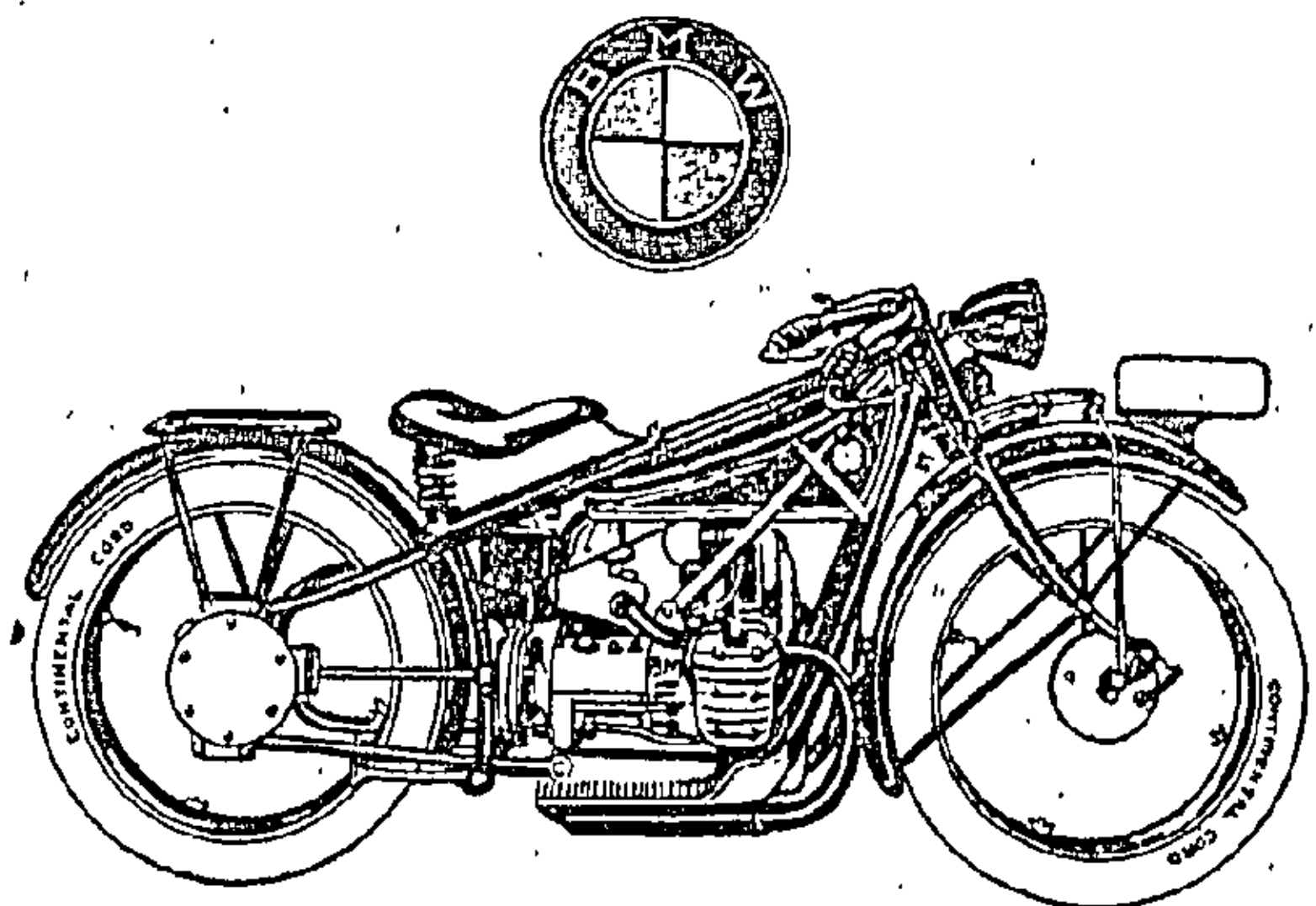
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WHICH WON THE ITALIAN TARGA-FLORID RACE, 1927



12 B.H.P. MODEL R42 500 c.c.

The new B.M.W. Touring Model represents the latest and most progressive form of engineering development applied to motor cycles.

In designing the R.42 model, it has been the maker's endeavour to procure with all possible expediency, every step of technical progress and every item of riding experience for the benefit of a wide circle of clients. The outcome of this endeavour has been to produce—

The most modern Touring Motor Cycle of the highest quality ever put on the market.

A FEW NOTABLE FEATURES

Engine entirely water and dust proof.
Double Frame throughout.
Increase of engine power to 12 brake horse power.
Rims suitable for normal or balloon tyres.
All gearing effectively enclosed in oil-tight casings.
The universally recognised advantages of shaft-drive.
Bosch head and rear lights—Speedometer—Horn.
All spare parts in stock in Hongkong.

May we give you further details of this super-motor cycle?

If you are interested in the most luxurious two-wheeled machine in the world, please call or write for full specifications and particulars.

REDUCED PRICE H.K. \$830.00

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HIGHWAY FINANCE.

Methods Employed by the United States.

[By John N. Willsey.]

"Of all inventions, the alphabet and printing press alone excepted," writes Lord Macaulay, "those which abridge distance have done most for the civilization of our species."

Throughout the ages, transportation has been the medium which has made possible not alone the heroic advance of armies but the more prosaic progress of culture and the pursuits of peace.

Roads in Ancient Times.

Trace it where you will, through the deathless epic of an Ulysses or an Aeneas; through the stirring sagas of the Vikings of old; through the dusty chronicles of historians of far off times, a world's story of discovery, adventure and romance has for its basis, the agencies of transportation.

The ancient ruins of a Pre-Christian era in Sweden with their tale of early road building; the golden zero milestone which stood in the Forum of Rome, the Eternal City; the "way marks" which survive from the beginnings of Old England; these are but a few of the mute symbols of an ageless and universal human desire for ways of communication.

Waste Spaces Conquered.

Civilization and its handmaiden Commerce, have ever followed the great natural routes and it is only as modern invention has broken down physical barriers that we see the waste spaces yielding to man's advance. To-day, the frozen areas of the North are no longer a mystery while the equally desolate sands of the Sahara have been shorn of much of their terror through new methods of transportation.

Man's craving for flexible and mobile means of movement has been met and in the giant systems of steamships and airplanes, railroads and motor vehicles which we have seen created in the last century, a new field of opportunity has been developed beyond even the imagination of those who have come before us. Distance has been obliterated by the magic touch of the Alladins of Transportation and nations have become neighbours in a degree which would have been impossible to residents in adjoining towns, one hundred years ago.

Motor Releases Individual.

Of the major means of communication at our command to-day, two, the railroad and the steamship, have become so much a part of daily life that they need little study or analysis save in their relation to the third and younger member, the motor vehicle.

Yet, of the three, I think it is possible to say without invidious comparison that the motor is destined to play the most profound part in the history of the individual, since the fundamental principle which sets the motor car apart from the others is that it gives to each one of us separately, if we so please, the ability to move when and where we wish, which is so much a part of our desires.

New Standards Made Possible.

We are no longer bound to suit our whims to the needs of the majority. We can go at will, on schedule or off. We may stay on the main track or we may diverge into by-paths. We can locate our homes further from our places of employment and still be secure in the knowledge that doctor or grocer, milkman or fireman can come to us on call because they too can have motors. We can travel and in so doing can learn more about the problems of others and so add to our own culture and to our humanity.

In a word, we can approach standards of living which supreme sovereigns of a not far distant past would have envied us and in doing so we enrich not only ourselves but our fellowmen.

Travels Over Public Highway.

Again the motor vehicle differs from the railroad in that it is the property of the individual and travels over the public rather than over restricted rights of way. Since its use depends upon constant road development, the motor vehicle has once more lifted the question of highway finance to a place as one of the largest fiscal problems of the day.

"I say 'once more' because as I read the histories of early road building in European countries in the days before the invention of the steam engine, I cannot but be impressed with the enormous improvement which your ancestors began long before Eric the Red and his son Leif the Lucky had ever pioneered their way to the shores of our continent."

In this continuous development, may I say in passing, you have an advantage not possessed by us, in that throughout Continental Europe and the United Kingdom at least, there is a heritage of road foundations which will greatly lessen the cost still to be undertaken in making these roads adequate for motor transportation.

Napoleon, Maria Theresa and other great rulers of their time still live in the highways which they have left behind them.

No Rigid Formula of Finance Proposed.

In any discussion of highway finance, each of us must approach the question from his own background and I doubt if we can agree in the final analysis on any one programme of detail. Fiscal conditions are always an outcome of economic relations. Taxation is largely the product of historical traditions, inertia and the play of political factors and in highway as in other forms of public finance, any rigid formulae are likely to be academic.

Out of the practical experience which has been forced upon our government officials, however, by the enormous demand for public highways, which has grown up in the United States during the past twenty-five years, certain policies, both of administration and of administration and of finance, have come to be adopted which will perhaps be of interest to you and a knowledge of which will enable you to avoid the many and costly mistakes which we were forced to make during the development period.

Three Periods of Highway Development.

Highway construction in our country falls into three periods, that preceding the development of the steam engine, the bicycle age, and the motor age.

The first was so brief that our government had scarcely engaged upon the task of building through stage coach routes when the locomotive took over the field of transportation. Consequently, for many years the only roads built were local in character and either paid for by the common labour of residents of a town, from the local treasuries, or were built by toll road companies.

Bicycles brought the first urge for improved roads and it is an interesting reflection that the papers of the day commented at

length upon the costly folly of constructing roads which cost \$1,000 per mile.

Public Assumes Control.

As the motor vehicle made its presence felt, the demand for highways grew in volume. The irritation caused by private toll roads, the failure of their promoters to keep them in repair, and the growing recognition that the interest of the entire public was bound up in the transportation which the vehicle provided, forced a relinquishment of these franchises and to-day there are virtually no toll roads in the United States anywhere.

In the place of these private rights of way, first the local subdivision of government, then the states and finally the nation each recognized a responsibility in the improvement of public ways of communication and gradually each assumed a share of the cost.

Perhaps the impelling motive at the outset was the fact quickly recognized, that road development immediately reacted to the benefit of any community possessing them. It took little practical use of the motor vehicle to demonstrate that as good roads were pushed out from a town, the commerce centring in that place showed a marked increase. Coincidentally, as the farm hitherto outside the economic zone of production was made available, property values began to go up and as a result, a spirited rivalry ensued between centres of population all over the United States to be the first to have good roads.

With a realization of these economic facts, since it was evident that modern roads could not be built quickly from current funds in any considerable extent without a heavy tax burden, the practise was resorted to of authorizing bond issues to be paid for from the land taxes.

Highway Investment, not Expense.

At the outset this practice found objection on the ground that the interest and amortization costs were necessarily large and that the community could not afford to mortgage its funds in this way.

If highway expenditures had constituted simply a current expense instead of an investment, this statement would have been borne out and the road programme would have had to be sharply curtailed.

But one of the most interesting of the many-sided phases of highway finance as demonstrated in the United States is that summed up in the trenchant phrase of T. H. MacDonald, able chief of the United States Bureau of Public Roads; that "we pay for good roads whether we have them or not, and it is cheaper to build them than it is to go without them."

Land Values Enormously Increased.

In other words, the immediate effects in lower transportation costs, in heightened land values, and the increase in production and employment made possible by road development so far exceed the costs of road development as to render any rational system of finance acceptable rather than a continuance of poor roads or no roads.

So from one end of the United States to the other, local and state fiscal authorities joined in enacting bond issues for the immediate improvement of roads and later, as it became apparent that roads were an interstate and national as well as a state and local problem the Federal government added its contribution, not in this case, however, from bonds but from current appropriations.

Traffic Surveys and Systems Imperative.

Because of the fact that the first demand for road development was a local one, the first error which we were lead into was a hodge-podge improvement of our highways without regard for any interrelation. The public would not wait for a rational survey of our traffic needs and it was not until 1921 that amendments were passed to the Federal act which made it mandatory upon the states desiring Federal aid, that they should first lay out state systems.

With this legislation, there has rapidly grown a realization of the basic fact that as a precedent to highway construction there should first be a traffic survey which will show where the road should go, what traffic it may have to carry, and the character of the traffic. With this as guide, it then becomes possible for any division of the government to determine how many miles of highway will be needed, what type of highway, gradient, right of way, and so forth, will best meet each condition, and finally what total appropriations will be necessary in order to carry on the improvement economically and with the regard for other public financial requirements. Necessarily this implies centralized engineering control.

Roads Built by Stages.

Since the day when highway building began in earnest, however, there never has been a time

when our engineers have been able to meet all of the demands of the public for improved roads for consequently it has been found necessary to devise administrative policies which would meet with fiscal exigencies.

Perhaps the most important principle of this character now generally accepted in the United States, is that the sole purpose of the road is to carry traffic and the first duty of the engineer is to make available, as quickly as possible, the largest possible mileage of highways.

Service to Public First Consideration.

In doing this what has become known as the stage construction policy has been adopted. This consists of a constant maintenance of whatever roads exist at the moment when improvement consisting of simply adequate drainage, bridges, gradients, and rights of way.

Under this plan, surfacing is left for the future. The result is an immediate benefit to the public in the form of transportation facilities which results in increased revenues to the government through increased valuations. Inevitably, it follows that if the traffic becomes dense enough to justify surface on the road that the wealth of the community has increased to a point where the added improvement can be undertaken without undue tax burdens.

In a homely way, we call this "lifting ourselves by our bootstraps," and that is precisely what the United States has done.

Roads Create Wealth.

I emphasize this point because it is one frequently dwelt upon by those who come to our country and who think that we have been able to build highways because of our wealth. It is more nearly a fact, as can be adequately demonstrated to anyone who studies conditions in our country that we are wealthy because we have built good roads. The changes which have taken place almost overnight of communities revitalized into economic and social life by improved transportation (and that is all the road and vehicle are) are so numerous that volumes could be written about them.

Yet there were few of these communities at the outset whose officials were not warned that they were plunging their fellow taxpayers into bankruptcy by their extravagance. To-day, these voices are lost in the demand of those who want roads and more roads because they know what highway improvement means to them.

Motor Taxation for Road Purposes.

I have dwelt upon the policies which were adopted by our authorities at the outset of modern road building, pointing out that at that time, the usual practice was to defray the costs from property taxes, either met from annual appropriations or more frequently by far, from bond issues.

Let me now point out a secondary stage in the development of our highway finance which has grown to such dimensions as to overshadow all other sources of highway revenue—that of taxes upon the vehicles themselves.

Here again we frequently encounter the comment that road building is comparatively easy to finance in the United States because of the vast number of motor vehicles which we have. Again the effect is stated as a cause.

If motor vehicle revenues had been resorted to as a means of financing road development when motor vehicles use first began or even when road building began on a large scale, we would to-day have neither the vehicles nor the roads, because the cost per vehicle would have been so great that the public not have purchased them. Consequently, the funds to build the roads would have been lacking.

Vehicles not Source of Revenue at First.

As a matter of public record, registration fees were first collected from motor vehicle owners not from any desire to derive revenue therefrom, but in order to identify the vehicle and its driver for police purposes. It was not until 1910 that graduated registration fees were generally imposed by the states and it was not until a much later date that the fees began to assume any proportions.

When motor vehicle taxation did begin it was only after a general public acceptance of the vehicle as an agency in transportation and because the users found that it was cheaper to pay a road tax than a mud tax, not only because operating costs were lower, but because a wider use could be made of the vehicle.

Special Taxes Low and Used for Roads.

Out of the demand of the motorists themselves, then, there gradually grew up a recognition of the fact that the motorist derived a special benefit from road improvement over and beyond the general public benefit. This has now crystallized into the viewpoint that motor taxes are all right so long as they are devoted to road improvement purposes and so long as they

do not constitute an undue burden upon the individual.

From the standpoint of the fiscal authorities of the government this view has proved equally advantageous since through the levy of a small special tax (somewhere around \$12.00 per vehicle to-day for registration fee and gasoline tax combined) the total sum received is almost sufficient to meeting current highway fiscal requirements.

Yet it is fully recognized by economists and government authorities alike that with this tax, as all others, any undue burden on the individual taxpayer could only result in stemming the use of the vehicle and therefore of the government revenue.

Now that the body of taxpayers is largely the same as the body of motor users, since we virtually have one vehicle for each family in the country and far from that number of taxpayers, the question has become largely one of which pocket the motorist or taxpayer desires to pay from.

Gasoline Tax Most Acceptable Form.

Actually the motorist has been more concerned with form of the tax since the general acceptance of the principle that the tax should not be unduly heavy.

One outstanding result has been a gradual shift to the gasoline tax as the most convenient and perhaps the most equitable form of motor taxation. This tax, paid by the wholesalers, is simple of administration, costs the government little for collection, and enables the motorist to pay as he uses instead of all at one time.

In a country where all alike use the vehicle and where first costs necessarily must be considered, this method of payment a little at a time is an important item and as a result there is a growing tendency to gradually revert to a nominal registration fee for the annual identification plate with an increase in the gasoline tax to offset revenue losses so incurred.

A secondary advantage to this form of tax is that it constitutes a rough measure of the degree of use made as well as the mileage, since naturally the heavier the vehicle the more gasoline it consumes per mile.

General Taxes Make Development Possible.

Summing it up then, through the initial development of roads from general taxes, we have gradually made available a large mileage of travelable highways in the United States. While much emphasis is placed on our mileage of surfaced roads, we have made many more miles that are not surfaced and yet which are kept in condition at low cost by constant maintenance. Because we have these roads, our fleet of motor vehicles has grown and as a result we have been able to shift the cost from property and at the same time have given property taxpayers a large return from their initial investments in the value of their lands.

In this development there has been no financial wizardry. We were faced by a need for more adequate transportation facilities. We met that need through the best available means and formulated our policies later as a guide for the future.

The experiment has proved to be entirely sound because, to paraphrase Lord Macaulay, we have been dealing with an agency which abridges distance and which accordingly means much to civilization.

What the future holds in store no one can safely say. But it is my confident belief that as the other nations of the world develop their systems of highway transportation, we shall find these roads not only new ways to contentment and prosperity for the individual but new ways to understanding and commerce between nations.

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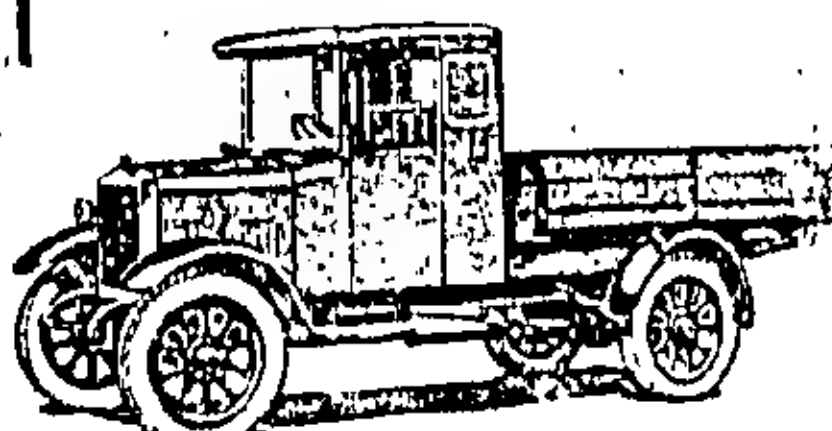
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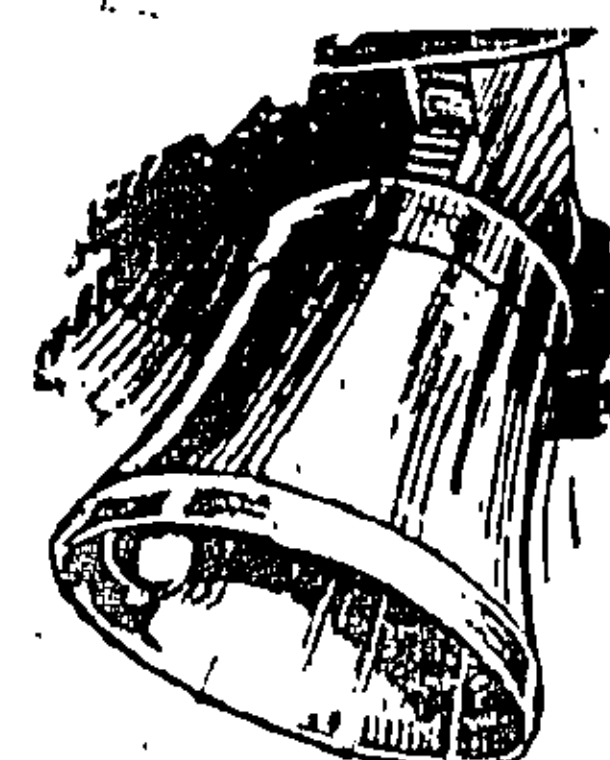
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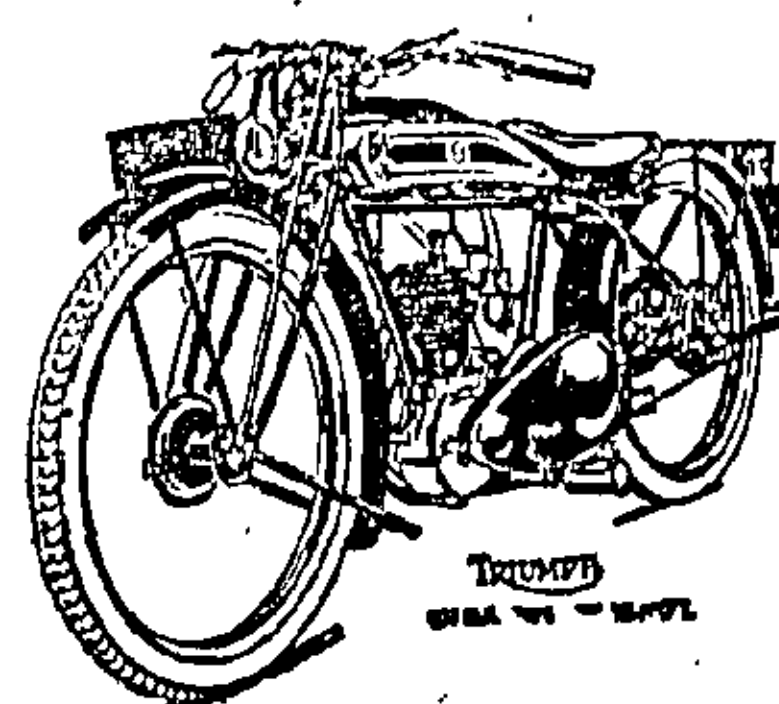
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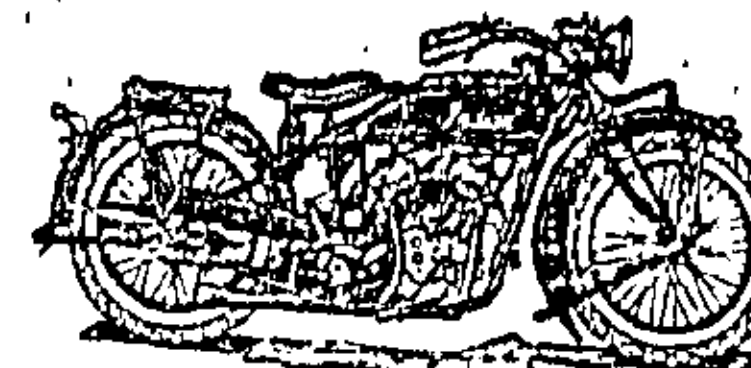
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HINTS FOR THE MOTORIST

by **ALBERT L. CLOUGH**

STARTING WITH A WEAK BATTERY.

If the ignition-switch has been accidentally left on overnight or lights have been thoughtlessly left burning for a long time, the battery is likely to be found too low to operate the starter. It may, however, prove strong enough to furnish ignition current, so that the engine can be started by handcranking, and if there is anyone about "husky" enough to perform this operation successfully, it will then merely be necessary to let the engine run idle a few hours to charge the battery sufficient to make the starter function. But if there is no one about capable of starting the engine by hand, or if the battery is too far gone even to furnish ignition and there is no spare battery available to substitute for the dead one, it may still be possible to get the engine going, by the help of another car. This can be used to tow the disabled car, with high gear engaged, clutch held out, and ignition switched on and when it is moving at 15 or 20 miles per hour, by engaging the clutch, the engine will begin to turn over, the generator will charge and the engine will begin to run, when the car can be stopped and the engine of the towed car can be idled, at a speed just high enough to develop full charging current, for a few hours, which should be long enough to give the battery a charge sufficient for starting purposes. In case no towing connexion is at hand, the able car can push the disabled one, using the front bumper of the former and the rear bumper of the latter as the power transmitting connexion. If there happens to be a piece of down-grade road nearby, to which the car can be pushed by hand, no tow car will be needed, as when the car is running down the hill the engine can be started on generator current, in the manner described above. It is well to stop as soon as the engine starts and preferably before the car is all the way down the grade, so that, if the engine stalls, it can again be started by the kindly force of gravity. It goes without saying

that four dry cells will furnish ignition current to enable an engine to be started by handcranking, if they are connected up in place of the storage battery. Even flashlight cells have been utilized for this purpose in an emergency.

Guarantees on Cars.

Question: When a person buys a new car, what guarantee does he receive? It is my understanding that he is guaranteed to receive a car in first class condition and capable of working satisfactorily. Supposing that, after a car runs 500 miles trouble develops in it, can the purchaser insist upon a new car?

Answer: Manufacturers warrant that their cars, when delivered, are free from defects in material and workmanship, under normal use, but the obligation they assume under this warranty holds for 90 days only and they bind themselves to replace (under conditions prescribed by them) such parts as prove defective within the above named period. You will find this warranty reprinted in nearly all instruction books and we shall soon publish an article dealing with this subject. A purchaser has no ground upon which to base a claim for another car, in case one which he has had delivered to him proves defective, but he can claim replacement of defective parts within three months of the delivery date.

Noise Valves.

Question: How can I stop the valves of my car from tapping so loudly? I cannot set them with any less clearance or I shall lose power. Would new valves run any quieter?

Answer: If the valve stems are very loose in their guides, there is likely to be unnecessary noise when they set and if you find this trouble to exist, you better put in new guides and valves or install new valves with oversize stems and have the guides reamed out to fit them. It is possible that this tapping noise is not made by the valves themselves but by the valve lifters, which may have become loose in their guides, in which case new guides and new lifters would correct the trouble.

AN INEXPENSIVE TOUR.

1,000 Miles for Three
Guineas.

(By A Woman Owner-Driver in
the Daily Mail.)

Carrying a passenger and luggage for two, Jane (my little coupe) and I have returned from a fortnight's 1,000-mile holiday tour of the South Coast and Cornwall. Expenditure, so far as the car is concerned, was ludicrously low:

	£	s.	d.
Petrol	2	1	0
Oil	0	5	0
Washing (twice)	0	9	0
Garage	0	7	6
	£3.	2	6

From this you will gather that Jane spent some nights out in the open in hotel courtyards and did not get all the washing and polishing she so thoroughly deserved.

Jane Camps Out.

At Eastbourne our hotel, one of the biggest there, had a garage. But it could accommodate only about half a dozen cars and was apparently locked up at about 8.30 each night. So Jane said she didn't mind roughing it in the open. At Worthing we got garage accommodation free. That was better!

At Bognor they have a novel way of ensuring good patronage of the band performances. We parked on the front, and up came a policeman.

"Mustn't park here if you are leaving your car," he said affably. "But we want to listen to the band."

"Oh," he replied, "that's all right, then. You can stop in your car and listen, but you mustn't leave it and listen!"

An Antediluvian Bridge.

We whisked along to explore the beauties of the New Forest, and then pushed on from Lymington to Bournemouth. This is a favourite road with motorists. We came to a bridge wide enough for only one stream of traffic. Consequently there was a Piccadilly traffic block

which spelled a 20 minutes' delay for us. That bridge is an anachronism.

Bournemouth, with its hordes of bareheaded motor-cyclists, its pillion girls, and its eight-miles-an-hour crawl along the front, was delightful but crowded. We went west, dropping down the steep hill into Lyme Regis, drowsily sunning itself at the foot. Nature has provided the town with natural defences against motorists. The main street has a one-in-five upward tilt.

A policeman was busy scribbling down the numbers of a few cars perched along it. "Can't park here," he said of Jane, briefly.

"But we want to have luncheon."

"Can't park here."

So we went through carpet and lace towns to Exeter, where we had a belated luncheon, and wondered if the miss of a meal would not be excellent for the slimness of our silhouettes.

A pleasant run across Devon brought us to North-west Cornwall, where Tintagel and its romantic legends of King Arthur and his Round Table so enchanted us that we made it our headquarters. The smallest school-child there knows more about the adaptations of Malory and Tennyson than the average grown-up Londoner. Many of the coast roads there are narrow and precipitous. The sign-posts sadly need attention.

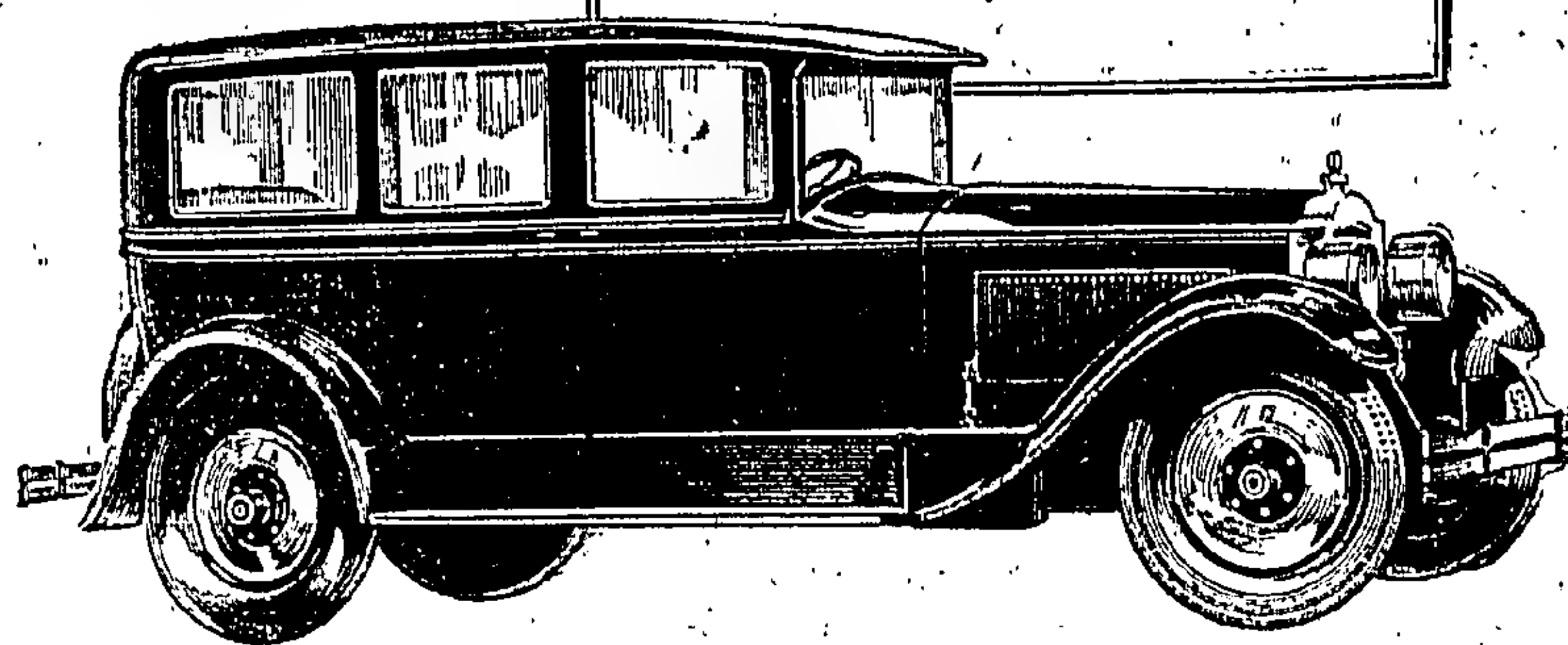
On the seaweed-covered rocks at Port Isaac I found fishermen sorting out huge crabs and lobsters destined for London. I learned to distinguish Mr. Crab from Mrs. Crab. The local fisherfolk call them "Jacks" and "hens."

At St. Enodoc we played golf.

Record Homeward Journey.

We left Cornwall after breakfast at 10 a.m. to be precise—and had covered the 230 odd miles back to London by dinner time. I checked the homeward run on the speedometer and found, as most other light-car owner-drivers have found, that it was difficult to do more than 30 miles in an hour. In 7½ hours, not counting an hour's stop for luncheon, Jane had covered 208 miles, working out at about 27½ miles to the hour. Without being duly boastful, Jane and I regard that as a good average.

We had no punctures or engine trouble whatever. Perhaps this was because we carried Tom Webster's "George" as our mascot.



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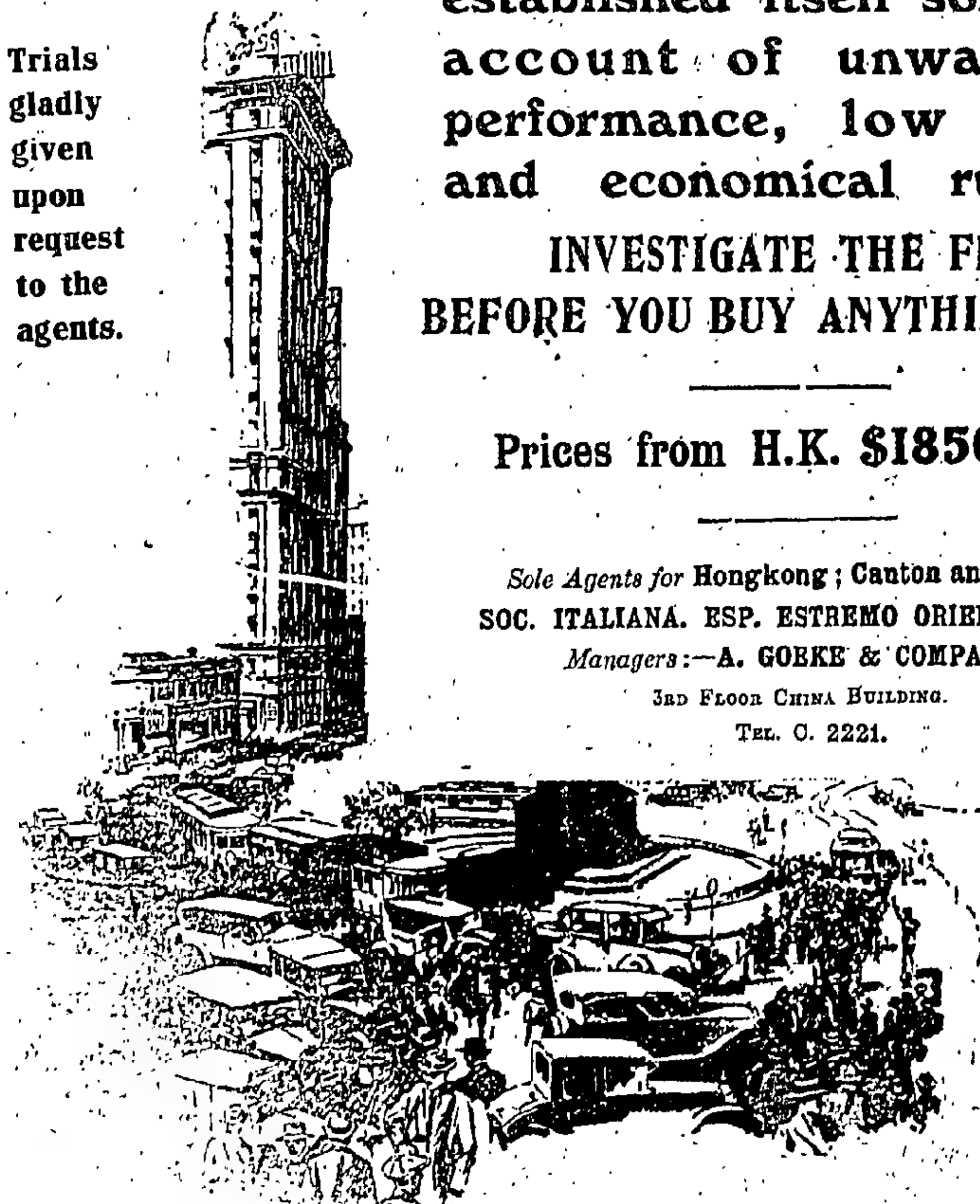
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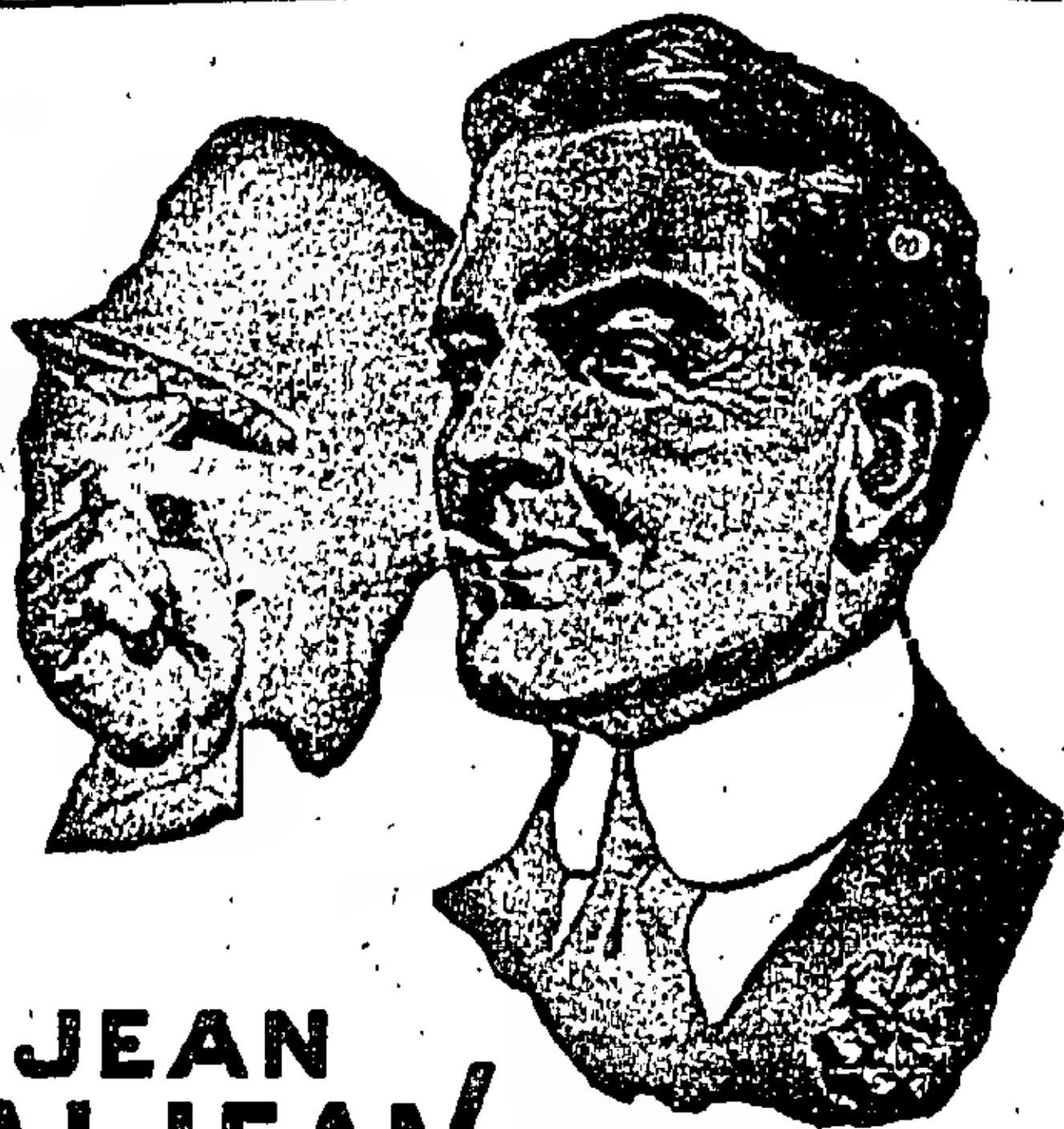
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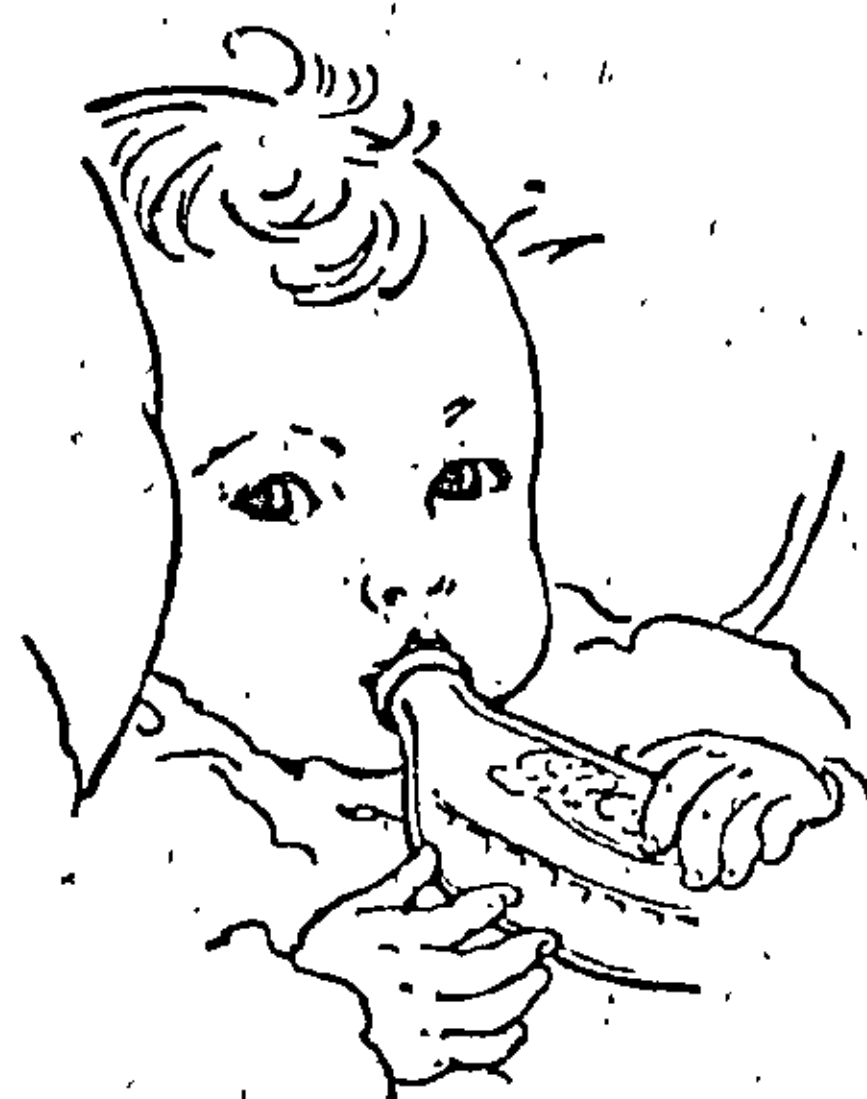
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IN STREET FOR FIVE DAYS.

COMEDY OF A NEW MOTOR-CAR.

An apparently derelict motor-car standing outside a West End club for five days has been the chief "effect" in a comedy unwittingly played by a visitor to London from India, Mr. C. Charsley.

Mr. Charsley was taken for a trial run in a car he proposed to buy. "If I decide to have the car, you can deliver it next Monday at my club," he told the salesman before they started.

Mr. Charsley, pleased with his prospective purchase, was driven to the club. "I will have the car," he said, and then he went indoors. Shortly afterwards he left for the country.

The salesman, however, mistook his orders and left the car by the kerb near the main entrance to the club.

It stood there for five nights, becoming an object of grave suspicion to numerous policemen. Each night some kindly person from the club switched on the lights, and in the morning switched them off.

This was done until a Sunday morning, when the lights had become a mere glimmer owing to the battery running down. The police were then officially informed and a constable stood guard the whole of Sunday night.

The owner arrived on the Monday morning, to be greeted by two detectives and two constables, all scenting an abandoned car mystery. It took him some time to reassure them.

\$100,000 FOR UNIVERSITY.

DONOR'S NAME A SECRET.

Leeds University announces that an anonymous donor has offered £100,000 to defray the cost of the new library buildings which are to form part of a development scheme decided upon in 1925, when an appeal for £500,000 was launched at a meeting presided over by the Duke of York.

This is the largest single gift received by the university. Plans for the new university building were recently selected, and it is expected that building will begin shortly. Before this latest gift was offered the fund stood at £300,354. The Daily Mail gave £2,100 to the fund.

A letter written by the donor of the library buildings to the Vice-Chancellor, Dr. J. B. Baillie, indicates that it comes from a Leeds citizen, and says: "I desire for the moment that my name should not be disclosed. Later on it may be that the university will honour me by attaching my name to the library premises."

BOY'S SEA BURIAL.

PIPER'S LAMENT FROM TUG.

Impressive scenes were witnessed recently when Robin Bell, elder son of Major Bell, of the Gordon High-landers, Aberdeen, who died, aged 13, after an operation, was buried. The boy had just graduated to enter the Royal Naval College and as he was passionately fond of the sea his parents decided that he should have an ocean grave.

With a flag flying at half-mast, a tug, with the coffin on board, steamed out beyond the three-mile limit and Bishop Deane conducted the burial service. As the coffin was lowered into the water pipers from the Gordon High-landers played a lament.

A REMARKABLE OPERATION.

CAT THAT SWALLOWED FISH HOOK.

An extremely difficult operation was performed by Mr. E. C. Gillard, a veterinary surgeon, of Folkestone, on a cat which swallowed a fish hook.

X-Ray examination revealed the hook near the heart, and the cat, which belonged to the Rev. Dr. Everard Haynes, Hythe, was put under an anæsthetic at a nursing home. The hook was dislodged by instruments passed along the food tube and was withdrawn through an opening made in the stomach wall.

The cat has now almost completely recovered.

POISON AFTER DEATH.

DIRECTIONS IN WILL TO PRE- VENT PREMATURE BURIAL.

Directions that prussic acid should be put in his mouth, and decapitation carried out by surgeons, to ensure death were contained in the will of Mr. James Mott, of Valentine-road, King's Heath, Birmingham, retired brass founder, who left £19,088.

"I direct, and most earnestly desire" (Mr. Mott stated) "that after my death two medical men, or surgeons, shall apply every test to prove that life is extinct; that a strong dose of prussic acid shall next be put into my mouth, and that one of them shall then decapitate my body in the presence of the other, and that both shall certify that such decapitation has been done; or otherwise, I direct that my body shall be dissected by post mortem examination."

After such decapitation or dissection, Mr. Mott expressed the wish that his remains "shall, if in any way practicable, be buried at sea, wrapped only in sack cloth or other kind of wrapping of the most porous description, and not enclosed in any wood, metallic, or other case, but so left that they may come into immediate contact with the sea water. If this be not practicable, then the remains are to be cremated similarly wrapped, and the ashes scattered to the winds, as I prohibit interment or enclosure in any kind of wood, or metal, or other case."

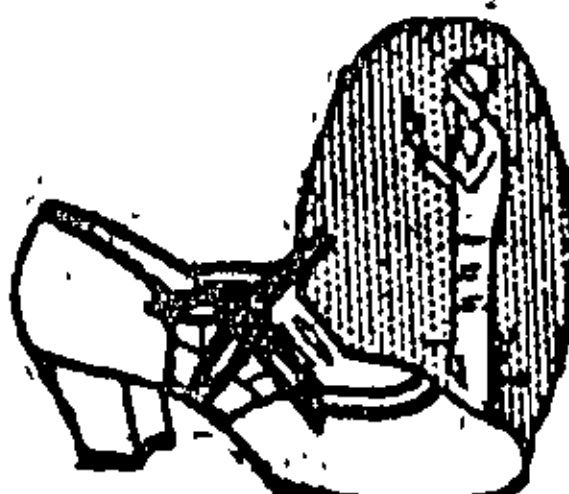
The Rev. Alfred Alston, of Framingham Earl and Bixley, Norfolk, rector of Framingham, who left £7,723, expressed the desire to be buried in a stuff vestment and appurtenances, with a small pewter chalice and paten between his hands.

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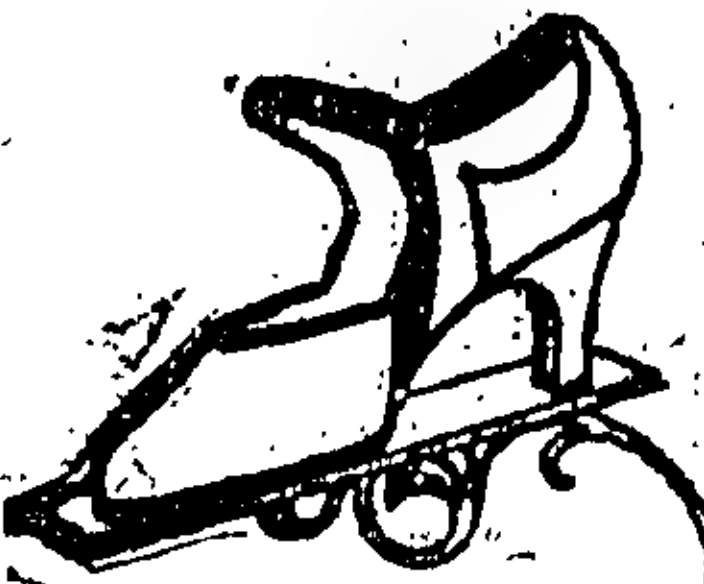
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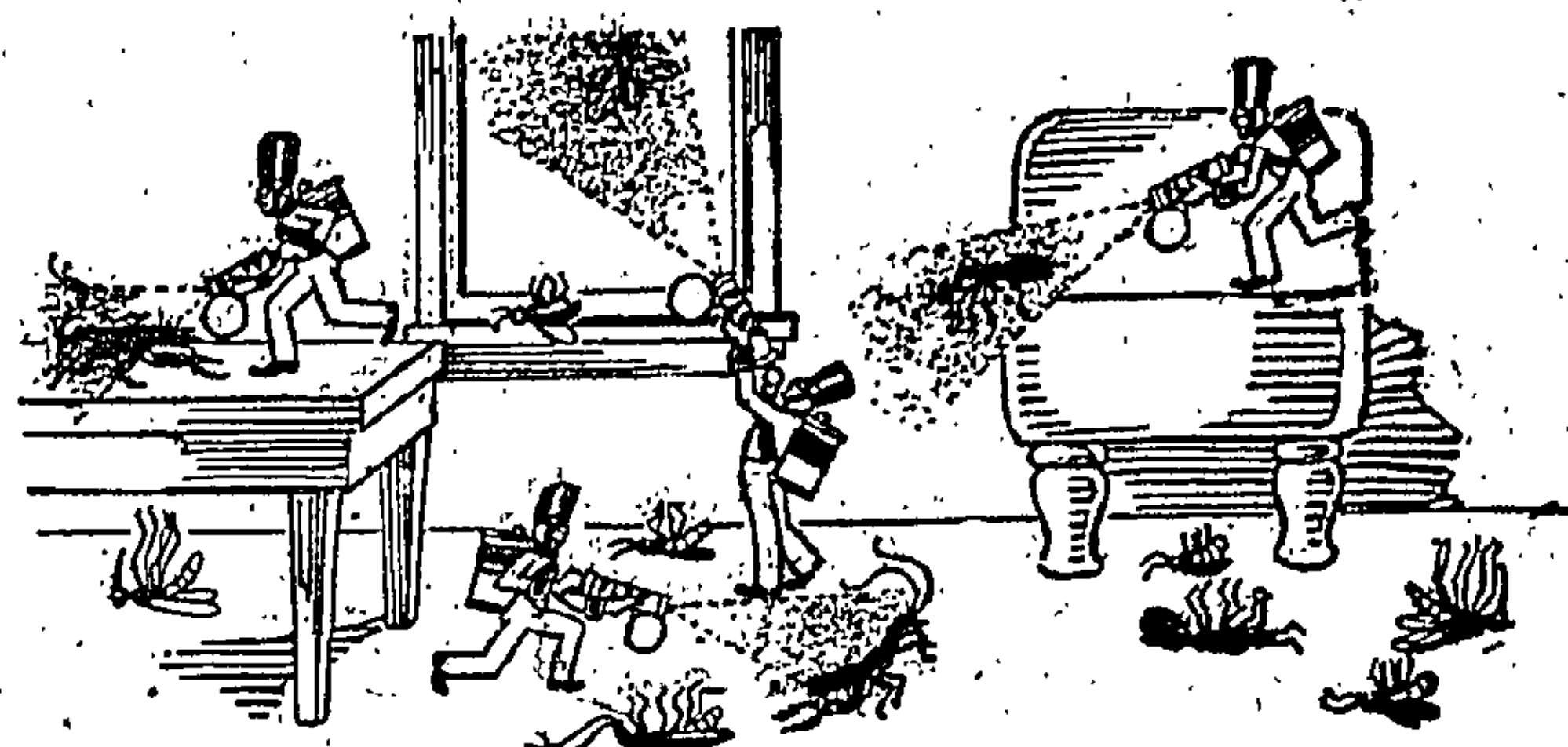
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quitoes, bed bugs, cockroaches, ants, moths, fleas and silverfish. It searches out the cracks where insects hide and breed, destroying their eggs. Flit spray kills moths and their larvae which eat holes. Extensive tests showed that Flit spray did not stain the most delicate fabrics. Flit is clean and easy to use, death to insects but harmless to mankind. It is economy to use Flit and avoid disease. For sale everywhere.

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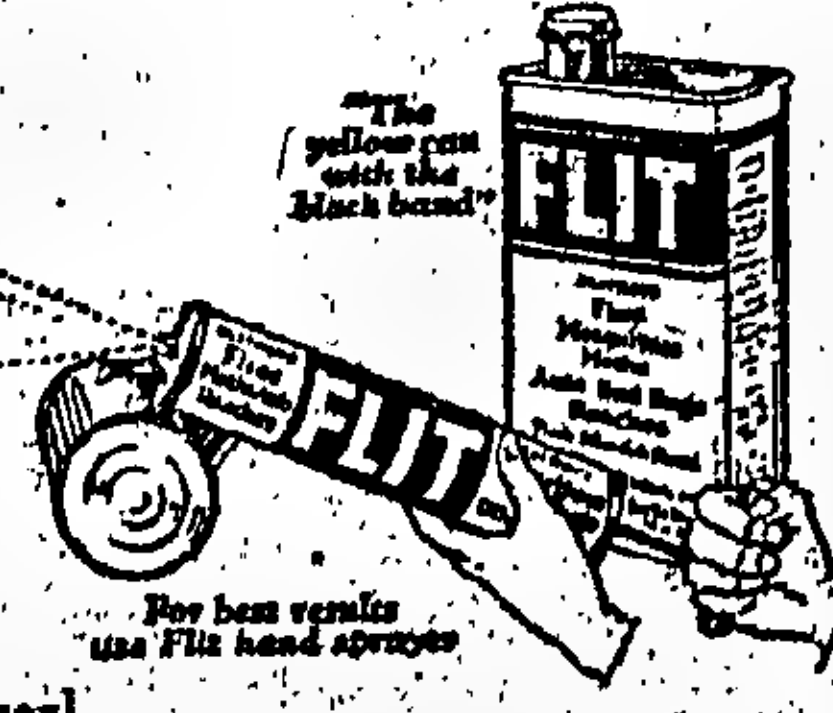
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Many Other Household Insects and Their Eggs

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GOVERNOR OF MACAO
LEAVES.GATHERING ON BLAKE PIER
THIS MORNING.

CEREMONIAL FAREWELL.

The official visit to Hongkong of His Excellency the Governor of Macao terminated this morning when he, with Madame Tamagnini Barbosa and Mlle. Barbosa, left by the Portuguese gunboat "Patria" for Macao.

During his week's visit he has seen much of the Colony's life and activities and has met the officers of numerous local bodies. This morning a guard of honour from the 1st Battalion the Queen's Royal Regiment formed opposite Queen's Pier, together with the full band of the regiment. His Excellency the G. O. C., Major General C. C. Luard C. B., C. M. G., arrived shortly before 9.30 and inspected the guard of honour.

Those assembled on the pier to say farewell to His Excellency the Governor of Macao and party were Rear Admiral W. H. D. Boyle, C. B., Commodore J. L. Pearson, C. M. G., Commander G. F. Hole, R. N., Paymr. Comdr. H. Rogers, O. B. E., Major-General C. C. Luard, C. B., C. M. G., the Hon. Mr. W. T. Southern, the Hon. Dr. R. H. Kotewall, Major J. Maerady, D. S. O., Mr. A. L. Cerveira de Albuquerque Castro, Portuguese Consul, Mr. J. P. Braga, Mr. C. A. da Roza, Mons. G. Dufau de la Prade, Mr. P. M. N. da Silva and many other prominent residents.

The party from Government House arrived at Queen's Pier at 9.30, when His Excellency the Governor of Hongkong, His Excellency the Governor of Macao, His Excellency the G. O. C., Major General C. C. Luard, inspected the guard of honour.

While the guard of honour was being inspected Madame Tamagnini Barbosa and Miss Barbosa went on to the pier and chatted to those who had assembled to witness their departure. When the entire party was assembled there were farewell handshakes, Madame and Mlle. Barbosa being presented with bouquets by Mr. C. A. da Roza.

The distinguished visitors then boarded the launch Victoria and drew away from the pier as a salute was fired from Signal Hill. The Patria left harbour about ten o'clock for Macao.

GOLD AND SILVER
EXCHANGE.NEW BUILDING OPENED IN
MERCER STREET.

The new Gold and Silver Exchange, which building has recently been completed in Mercer Street, and was to be opened at noon today, will meet a long felt want among Chinese firms dealing in gold and silver bars, gold bars, foreign notes and specie. An exchange was previously opened 25 years ago in Bonham Strand, but the membership grew to such an extent that a new and more commodious building has become necessary.

In the new building members will find every facility for carrying on their business and will have the use of the ground floor. The staff are to be housed on the second floor. It was pointed out by a prominent official that the exchange will also be a source of great assistance to European Banks.

To-night a banquet will be held at the Yee Wo restaurant, to which some 400 guests have been invited. It is said that the whole cost of the building, including the site, amounts to \$40,000.

WAR LOAN DRAWING.

BONDS OF REDEMPTION.

It is notified in the Government Gazette that in accordance with the Provisions of the War Loan Ordinance, 1916, the following Bonds have been drawn for redemption, viz.:

255 Bonds at \$100 each, Series A Nos. A1-255 inclusive.
227 Bonds at \$500 each, Series B Nos. B1-227 inclusive.
406 Bonds at \$1,000 each, Series C Nos. C1-406 inclusive.
71 Bonds at \$5,000 each, Series D Nos. D1-71 inclusive.

The principal monies represented by the drawn Bonds and accrued interest thereon, will be repaid at the head office of the Hongkong and Shanghai Banking Corporation on the 1st day of November, 1927, from which date the Bonds will cease to bear interest.

Bonds presented for payment must have attached all appurtenant coupons becoming due on and after 1st day of November, 1927.

IN CANTON FROM DAY
TO DAY.GENERALS CHEUNG AND LI
FRIENDLY.

BUT CHEUNG IN CONTROL.

(Our Own Correspondent.)

Canton, Sept. 30.
Mr. Tse Ying-pak, Chief-of-Staff of the Fourth and Eleventh Regiments, stated in an interview yesterday that altogether about 10,000 soldiers had arrived in Canton. They have occupied all strategic points of the city and have taken control of the Canton-Kowloon Railway, Hankow-Canton Railway, and the Samshui-Canton Railway. Since most of the forces under General Li Chai-sum have gone to meet the enemies, the Fourth and Eleventh Regiments have taken over the garrison of the city.

According to "General" Tse, these troops returned to Canton primarily to take a rest after long and severe fighting in the North. The Chief-of-Staff denied the rumours abroad that General Li Chai-sum had differences in policies. He said that General Cheung and his colleagues were former subordinates of Li Chai-sum. Their relationship to one another had become so intimate that a break seemed impossible. These rumours, the Staff Officer asserted, were but the propaganda of seditionists.

Military Conference.
An important military conference was held last Wednesday at which Generals Cheung Fat-hui, Li Chai-sum, Chu King-long, Wong Kee-cheung, Chu Yat-fai, Tang Sai-cheng and others attended. Urgent military matters were discussed.

General Cheung Fat-hui expressed his loyalty to his former chief, Li Chai-sum. He said that at present the troops sent to defend the onslaught of the enemies Yip Ting and Ho Lung were sufficient but, if necessary, he would lead his "Iron Soldiers" into the battlefield, against them. Meanwhile, he would remain in Canton until further developments.

Swatow Still Held.
The "Reds" have not yet completely evacuated Swatow, states a military communiqué from that port. A small division is left for garrison purposes. The Canton gunboats have steamed outside the harbour, but will make another landing as soon as circumstances permit. The forces of Generals Wong Shui-hung and Chen Chai-long are attacking from the North and East. It seems probable that the enemy will withdraw from Swatow in the next few days on account of its vulnerable position.

Over 400 wounded soldiers have been conveyed back to Swatow according to the same information. They had a sharp engagement with the Canton forces and were stated to have held their own. General Gallen, the Russian staff officer, is understood to be directing the campaign as he has a thorough knowledge of the Swatow and East River districts, and their topography.

Japanese Boycott.
The Japanese Consul General at Shamen has written to the local authorities enquiring, it is said, why the anti-Japanese boycott is still in existence to the detriment of Japanese trade and good feeling between China and Japan. The Consul points out that the cause of the boycott is the landing of Japanese troops in Shanghai but that the Foreign Office in Tokyo has undertaken that these troops will be withdrawn. Since this is the case, the boycott of Japanese goods should come to an end. To this surprise the consul finds that the ban on goods from his country is still in force and the "Severance of Economic Relations with Japan Association" is still in full swing. He requests the local authorities to stop such agitations immediately.

EXTRADITION CASE.

A FUGITIVE FROM SHANGHAI.

An application was made by Chief Detective Inspector Reynolds this morning, before Mr. R. E. Lindsell, for an order to return Chathursing Hirasing Bedi, a fugitive offender from Shanghai now living at 20 On Lan Street, to Shanghai, where he is wanted by the British Court on charges of embezzlement.

The exact charges against Bedi is that he had fraudulently converted certain monies and goods belonging to Messrs. Watanmal Boolchand of Shanghai and further that he wilfully, with intent to defraud, made false entries in certain books, accounts and documents of the same firm.

Mr. Lindsell to defendant: You are wanted in Shanghai on two charges. I am not concerned with whether they are right or wrong; are you willing to go back to Shanghai?

AN AIR SERVICE.

AVIATION COMPANY
FOR MANILA.

FLIGHTS ROUND ISLANDS.

A commercial air line between Manila and important archipelago points, using Ryan five passenger Brougham planes with Wright whirlwind motors, the same type as used by Colonel Lindberg in his famous trans-Atlantic flight, will go into operation within the next few weeks.

Papers for the incorporation of the first commercial aviation company in the Philippines were filed on Tuesday last with the bureau of commerce and industry. The firm will be known as the Philippine Airways, Inc., and will have a capital stock of P200,000, of which more than 50 per cent. already has been subscribed.

In addition to operating a passenger, mail, express and freight service, the company will conduct a school for training aviation pilots; engage in aerial photography, aerial surveys, exhibition flights; build airplanes and sea-planes of all classes; make airplane repairs; and import and sell planes with all necessary accessories.

The incorporators of the new company are: S. F. Aubrey, A. J. Croft, W. Bruggman, Rafael Alunan, Crisanto de los Reyes, A. B. Cresap and Florentino Garza. It is the purpose of these pioneers to fill the long felt need of aerial communications in the Philippines.

Mr. Croft who will be in charge of flying and the technical end of the company, said yesterday that it is generally admitted that no other country offers the commercial aviation possibilities that the Philippines does because of its geographical construction and its present slow means of communication.

The Philippine Airways, Inc., will start their training school for aviation pilots within two or three weeks or as soon as their landing field on the old Camp Claudio site in Paranaque is completed. Hangars will be constructed there immediately.

Plane Set Up.

One Curtiss Training plane owned by the company is now being set up for training purposes at the Luneta Motors Company. An air line to Baguio is projected either in November or December and regular trips will be made throughout the season. It is likely that a service between Manila and Iloilo, Negros and Cebu will be started at the same time.

Mr. Croft will have complete charge of all flights. He has had 14 years experience in flying, going back to the times when the pilot had to strap himself to a board instead of sitting in a comfortable pit as in the modern planes. He is a graduate of the Curtiss school of flying at San Diego, California. He received his first pilot's license in 1914 and immediately began conducting a flying school and doing exhibition work in Bay Shore, Long Island. He continued at this for three years.

During the war, Mr. Croft instructed United States Air Service officers at Mineola, New York, and officers at Lake Charles, Alabama. In the latter part of 1918 he was sent to Brooke Field, San Antonio, Texas, as final test pilot at the instructor's school.

At the close of the war Mr. Croft was sent to Manila by the training Airplane Company for training instruction work. At that time he trained 20 National Guard officers and 10 Constabulary officers, in addition to four Chinese Naval officers and several civilians. He piloted the first airplane from Manila to Calapan, Capiz, Cebu, Iloilo, Romblon and return and also made many other interisland flights.

In 1921 and 1922 he was in charge of the air service for the South China government. He then returned to the United States where he was instructor in aviation in the California Reserve Officers' branch of the United States Air Corps. He again returned to Manila in 1925.

Defendant: I do not know why I am arrested, nor can I understand why a warrant was taken out against me. I only submitted because the warrant came from the Court. I have no objection to go back to Shanghai but I want all the account books and documents now in Hongkong, to go with me. I request the court to allow me to get these documents.

His Worship instructed Inspector Reynolds to grant all the facilities possible to the defendant and added that the local firm of Messrs. Watanmal Boolchand should assist the defendant regarding the firm's books and documents.

Mr. Lindsell then ordered that the defendant be handed over to Detective R. H. Beer, who had come down from Shanghai in connection with the case.

MUCH UNREST IN THE
SOUTH.WHAT WILL HAPPEN IF
CANTON CHANGES.

MANY ROBBER OUTRAGES

(Specially Contributed.)

Southern Kwangtung is once more facing change and disruption. For two years the local forces of the Nationalist army have been able to hold the robbers and other bad characters in check but, with the general disintegration of the party, the old members of Tang Poon Yan's army, who were driven out with the coming of the Nationalists, are re-exerting themselves with the object of grasping the power of control of what was once known as the Pat Shuk. In the Lingshan and Yamchow districts the robbers have become so numerous and are committing so many outrages that almost all the main roads have become impassable, few daring to face the danger of travel.

Not to be Caught.

For sometime past the local Government has been endeavouring to persuade the leaders of the opposition to come out of their mountain fastness and take positions in the Government and army but so far they have had small success, for the opposition has not forgotten what happened to some of their number last year when similar offers were made and they were led into a trap in Limchow city and shot to death. There is a distinct feeling of uneasiness all over the southern districts and if General Li Chai-sum falls from power in Canton we may expect to see a general break up here.

On Hainan.

It is reported from Kingchow (Hoilow) that serious trouble is going on in the interior of the island. After the Nationalists drove out the old army or compelled it to surrender there were districts in the far interior which were never brought under the control of the party. It is these districts which are supporting the opposition.

The Government high school in Yamchow has been unable to open owing to trouble developing between the school Principal and the Farmers Unions, probably "Red" agitators. The Government, however, has taken the matter in hand and it is expected that the trouble will be settled before long.

Hospital Re-Opening.

The hospital operated by the C.M. Society, which has been closed for about a year is now to be re-opened. It will be remembered that a year ago a Chinese doctor was being sent down from Canton to take charge of the hospital, but on his way was captured by bandits. He has now obtained his release and is proceeding to his post, even though he is a year late. We are reliably informed that certain of the ladies, members of the Church Missionary Society are on their way to restart the work broken up a year or more ago.

PRICE OF OPIUM.

A GOVERNMENT REVISION.

A new regulation has been made by the Governor in Council by which the regulations made by the Governor in Council on the 29th day of June, 1918, regarding "Prices of prepared opium" are rescinded and the following regulation substituted therefor:—

"Prepared opium shall be sold in this Colony in the packages and at the prices shown below. These prices shall come into force at 9 a.m. on Monday, the 3rd day of October, 1927:—

Quality.	Weight	Price.
Kamshan Opium	3 Taels	\$45.00
Blue Label Opium	1 Tael	\$38.33
	0.36 Tael	\$3.00
	0.18 "	\$1.50
	0.09 "	\$0.75
	0.03 "	\$0.25
Red Label Opium	1 Tael	\$38.66
	0.36 Tael	\$3.20
	0.18 "	\$1.20
	0.09 "	\$0.60
	0.03 "	\$0.20

Ronald Williams, a 15-years-old clerk, son of the matron of the scattered homes of the Newport (Monmouth) Board of Guardians, was recently found electrocuted in his bedroom. In his mouth was a piece of wax attached to a wireless apparatus and in one hand was a length of electric lamp wire. He had apparently placed one hand on his iron bedstead while testing the wireless apparatus in his bedroom, and owing to the insulation of one of the wires being defective he received an electric charge which proved fatal.

SOLDIERS COMMIT
PIRACY.JUNK MASTER'S REPORT TO
POLICE.

OVER \$5,000 HAUL.

A piracy committed by Chinese soldiers was yesterday reported to the Hongkong police by Leung Lo, the master of a Chinese trading junk.

The junk left Hongkong on September 11 with a cargo of bran and rice, bound for Chang Chuen, in the Sun Tak District. She arrived the next day at Tai Shan and remained there until September 15 when a steam launch, Yun Na, with five armed Chinese soldiers and one officer on board, offered to tow her to her destination.

A bargain was struck but after being towed two hours in tow, the soldiers on the launch boarded the junk and drove the inmates into the hold. They took the junk to Lui Hoi, in the Sun Tak District and there unloaded the cargo of bran and rice and at the same time thoroughly ransacked the ship.

After they had left, the master took the junk to Chang Chuen, where a report was made to the consignment. The junk returned to Hongkong and a report was also made here.

The value of the rice and bran stolen by the soldiers was \$5,640 and the money, jewellery and clothing which was missed after the soldiers left the junk was found to be valued at \$200.

LOCK-OUT AT CINEMAS.

350 CLOSED.

New York: Chicago, the second largest city of the United States, is almost without means of amusement, as more than 350 of its cinemas and vaudeville houses are closed owing to a dispute between the managers and the operations of film projection machines. The managers resorted to a lock-out when the projection machinists called a strike in one of a group of theatres which cut down the number of its operators.

Thousands arriving for an evening's entertainment found notices posted that "the unreasonable demands" of the projection machinists' union had caused a lock-out. About 15,000 employees are affected. Only a few theatres are giving regular plays at this time of the year.

It is understood that the St. Andrew's Troop of Boy Scouts, who, it will be recalled, withdrew from the Hongkong Boy Scouts' Association for certain private reasons, have been invited to re-join the Association. The offer, it is understood, has been accepted.

In the famous banqueting hall at Haddon Hall, Derbyshire, recently the Duke of Rutland entertained 80 workmen who have been engaged in the work of the restoration of Haddon Hall which began 20 years ago. Not for more than 200 years has a banquet been held in the old hall. The Duke presented each of his guests with a souvenir silver match-box with "Haddon Hall" inscribed on it.

HOW MUCH DO YOU
KNOW?

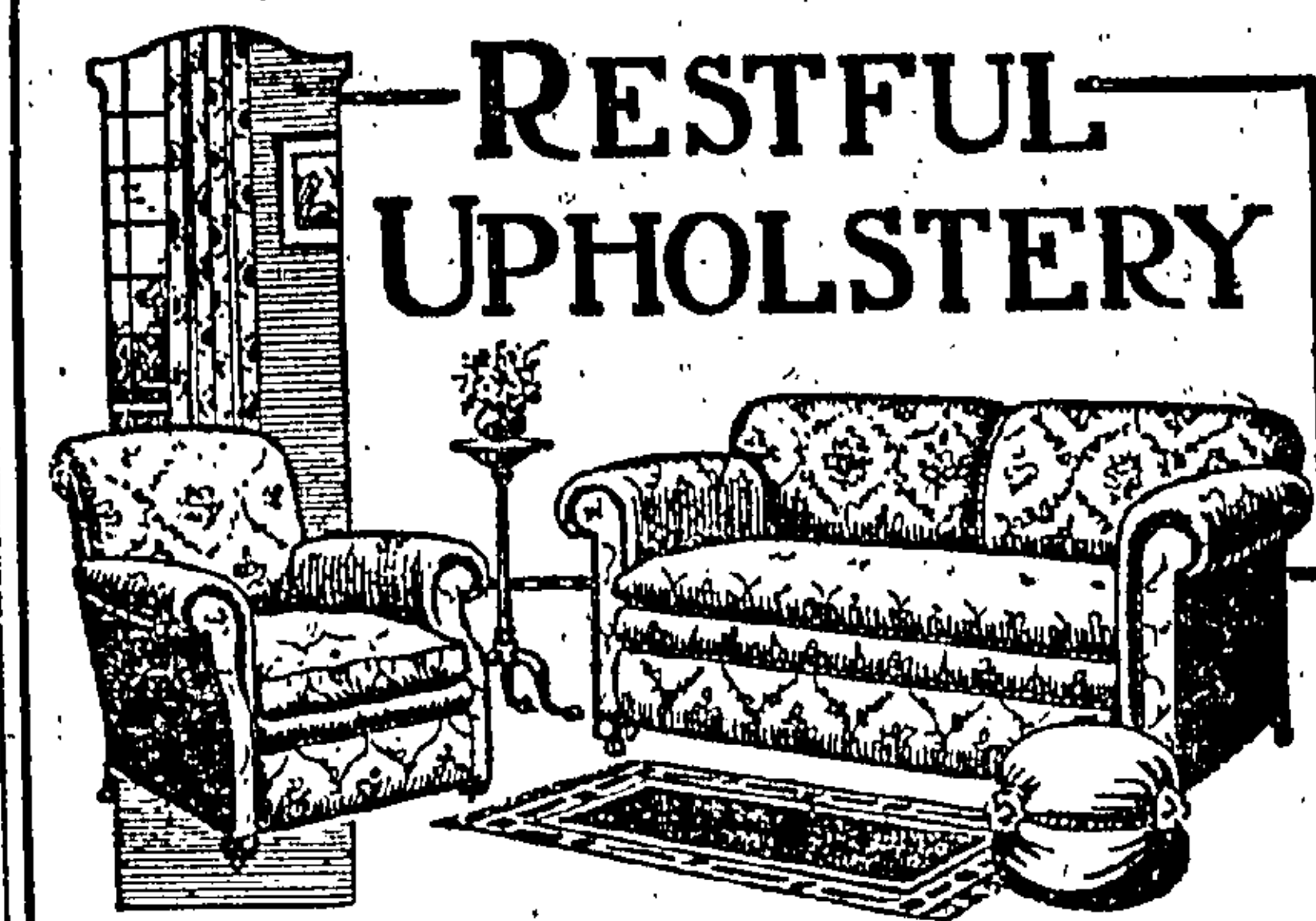
TO-DAY'S QUESTIONS.

The following general knowledge paper has been taken from the Daily Express.

Answers, for those who need them, will be found on Page 18 of this issue.

- 1 What great actor-knight, famous in Shakespearean parts, is buried in Westminster Abbey, and what was his original name?
- 2 Name a playwright, contemporary with Shakespeare, who was killed in a tavern brawl? What was his best known work?
- 3 Who wrote "The Second Mrs. Tanqueray," "The Liars," "Peg of My Heart," "Arms and the Man," "Over the Top"?
- 4 What is meant by the word "proscenium"?
- 5 What musical play had the longest run of recent years?
- 6 Who was known as the "Wattau of scene-painting"? Name the greatest scene painter of our time?
- 7 What famous present-day actress started her career as a pianist?
- 8 What is the origin of the term "green room"?
- 9 In what play did Henry Ainley first appear with conspicuous success?
- 10 Who is the present examiner of plays?
- 11 In the rehearsals for which of his plays did Sir James Barrie meet with a serious accident?
- 12 What is meant by "repetition generate"?

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CHANNEL SWIM WILLS.

PLUCKY EFFORTS OF FIVE WOMEN.

August 30 was a day of efforts to swim the Channel, all undertaken from the French side at Grisez. No fewer than seven separate attempts were made, five of them by women; three of them were Englishwomen. All seven swimmers had to acknowledge defeat. Two of them fainted.

The names of the aspirants to Channel honours were: Miss Hilda Harding, of Hove, aged 19, who started at 9.5 on Monday evening and gave up her attempt after being in the water 6 hrs. 5 min.

Miss Ivy Hawke, of Surbiton, 24 years old, who left at 5.25 a.m. yesterday and abandoned her effort after seven hours.

Dr. Dorothy Logan (Miss Mona McClellan, of King's College Hospital, who started on Monday night, was said to have covered ten miles by 2 a.m. but surrendered after being in the water nearly 15 hours.

Miss Edith Jansen, who left at 9.30 p.m. on Monday and quitted the water after 4 hrs. 21 min.

Mrs. Weidman, who was taken from the water by the crew of the Ocean King.

Dr. Schiff, a German, sixty-five years old, who left at 5.55 a.m., and had to give up his attempt owing to faintness after seven hours.

M. Rene Dorla, of Switzerland, who abandoned his swim after six hours, starting at 5.30 a.m.

Unconscious for an Hour.

Miss Harding was dragged from the water in a state of collapse, and lay unconscious for an hour on board the tug that took her back to Grisez. "Another minute in the water," said her trainer, Mr. Jabez Wolfe, "and she would have been drowned." He had advised her an hour before she collapsed to leave the water, but she pluckily continued. Choppy seas made the tasks of the swimmers heavy.

Messages supplied by Reuters' Agency and the Central News, which give the above details, state that Miss Hawke, M. Dorla, and Dr. Schiff were visible from the French coast until 8.30 yesterday morning, when they were some six miles from the coast, going West. Dr. Schiff's attack of faintness caused him to sink, and the men in his tug had difficulty in rescuing him with a line. He revived subsequently, and was taken back to Boulogne. Miss Jansen was seized with cramp in the stomach.

Miss McClellan retired from the struggle though feeling fit, on the advice of her trainer, Mr. Carey, three miles south-west of the Varne lights, which is 13 miles from Folkestone.

Mrs. Weidman and Miss McClellan had made attempts to swim the Channel before.

FRENCH MUTINY.

EXCITING SCENES AT TOULON.

Toulon, Sept. 30. A mutiny broke out at the naval prison, apparently as a protest against the food supplied. A dozen prisoners secured crowbars and similar weapons and smashed doors and windows, liberating about one hundred comrades who noisily demonstrated and committed much damage.

The Maritime Gendarmerie and armed bluejackets were rushed up to the prison and rounded up and forced the prisoners into one large room, where they were individually secured and removed to Malbouquet prison.

The din attracted dense crowds in the neighbouring streets and police were necessary to clear a way for traffic.—Reuters.

COMPANY CAPITAL.

INTERNATIONAL MERCANTILE MARINE.

New York, Sept. 30. Stock holders of the International Mercantile Marine Corporation have approved of the recapitalisation plan whereunder five shares of the present preferred stock, worth \$100, par value, will be exchanged for one share of the new preferred stock, no par value, plus five shares of the new common stock, no par value, also five shares of the existing common stock, will be exchanged for one share of the new common stock, no par value.—Reuters' American Service.

Mrs. Sophia Taylor, of Partridge, Kent, has celebrated her 103rd birthday. Her husband was 103 last April, and the two are believed to be the oldest married couple in England.



Miss Phyllis Capell in "A Miniature" which she gave the City Hall Concert to troops last night.

OUR DAILY TALK ON HEALTH.

CORRECT DIET FOR NERVOUS INDIGESTION.

NOTHING TOUGH.

Some years ago the word "dyspepsia" was one to conjure with. It was the great American disease, now transferred into the possibly more scientific term "nervous indigestion."

In a recent consideration of this condition, Dr. W. C. Alvarez points out there is a tendency to overdo the use of bran and that nowadays one of the simplest ways of helping dyspeptic patients is to take away their bran mush and muffins. Bran is used because of its indigestibility, and is prescribed for persons who need roughage in the diet. People with irritable digestive organs, however, are likely to be upset by the use of bran, and to suffer with gas distention and other symptoms.

Some people require smooth, soft diets and cannot tolerate roughage. Persons with irritable bowels should eat no coarse foods containing fiber, skins, seeds or gristle. They must avoid salads with celery, tomatoes, cucumbers and pineapple; they must avoid green vegetables, raisins, berries and jams containing many seeds. If they suffer unduly with gas, they must eliminate from their diets beans, cabbage, onions, green or red peppers, melons, cucumbers and peanuts. Chewing gum is useful for cleansing the mouth and exercising the jaws, but some people swallow air with the saliva and suffer later with gas distention.

Among the items suggested by Dr. Alvarez for soft diet are a breakfast including orange juice or grapefruit; coffee, if desired, in moderation, or else chocolate, cocoa or tea; eggs with ham or bacon, avoiding the tough parts of the bacon; bread or toast with butter, and any smooth mush. Graham bread is permitted, but not coarse, whole-wheat bread.

For lunch or dinner, he suggests fruit cocktail, avoiding the fiber of the fruit, broths, cream soups and chowder, and meat, fish or chicken, avoiding the fibrous parts and the gristle. Smoked fish, pork, crab and lobster are delicate experiments, and had better be left alone. Oysters may be tried occasionally.

Such vegetables as rice, potatoes, sweet potatoes, stewed tomatoes, well cooked cauliflower tips, asparagus tips and others, freed from fiber, may be tried. Salads may contain tender lettuce with apples or bananas, tomato jelly, or boiled eggs. Desserts may consist of simple puddings, custard, ice cream, gelatin, plain cake, and candied or stewed fruits, particularly pears and peaches.

In cases of constipation, stewed fruit is to be taken once or twice a day. Prunes are the most laxative of fruits and may be eaten every morning. They should be cooked slowly until they become quite soft and the skin, if tough, should be discarded.

GERMAN CRASHES.

MACHINE DAMAGED AT BAGDAD.

Bagdad, Sept. 30. Koenecke crashed in attempting to take off on the resumption of his flight. The machine was damaged. Koenecke and his two companions were uninjured.

MOTOR BANDITS' COUPS.

L.C.C. CASHIER ROBBED OF £200.

WOMAN ATTACKED.

Motor bandits in mail week carried out two road robberies within 24 hours in the suburbs of London, in one case robbing a man at Tottenham, N., of more than £200, and in the other stealing £4 from a woman at Hampstead, N.W.

Mr. James Baines, a cashier in the London County Council estate office near Lordship-lane was cycling to a bank at Wood Green when he was attacked in the afternoon. He was carrying an attache case containing about £500, paid by tenants on the estate, and although dazed by a sudden blow from behind, he managed to retain more than half the money.

Many people were about at the time, and Mr. Pledger, of Lordship-lane, gave the following account of the attack:—

I was standing outside my house when I noticed two men practically opposite, one of a burly type dressed in blue and the other of a slimmer build wearing grey suit. About 50 yards farther up the road I saw a motor-car with the hood up, and two men were tinkering with the engine, which was rattling.

As Mr. Baines came cycling up the road I noticed one of the men make that I took to be a signal and I could distinctly hear him say, "Here he comes!"

Edged into Kerb.

Just as Mr. Baines was cycling past the car it started to move and the driver gradually edged the cyclist into the kerb. One of the men then leaped out and gave Mr. Baines a push, causing him to fall almost under the car.

The cyclist tried to get up, but the man I had seen before dressed in blue struck him on the back of the head and also on the jaw, knocking him down again. When Mr. Baines regained his feet he was a little unsteady, but had managed to keep the attache case.

The two men then jumped into the car and the driver accelerated and drove in the direction of Wood Green. A van coming down Lordship-lane was stopped by a man who explained hurriedly what had occurred and, getting into the van, persuaded the driver to give chase, but owing to the traffic they were unable to keep in sight of the car.

The assailants got away with more than £200 in Treasury notes. Mr. Baines was not badly hurt. A man of about 35, he lives in Spottis-grove, which is part of the estate.

Woman Robbed.

The other victim was a woman, Mrs. Groves, of Winchester-road, Hampstead, who was robbed while returning home at night. The man who carried out the attack was driven up in a motor-car by another man.

Leaving the car at the corner of Adelaide and Winchester roads, the man approached Mrs. Groves and asked her to direct him to King Henry-road. He then struck her, snatched her purse, which contained about £4, and rushed back to the waiting car, in which both men drove off.

The assailant was wearing a cap and a soiled rain-coat.

YACHTING NOTES.

ARRANGEMENTS FOR HOLIDAY CRUISE.

(By "CHAU KUNG.")

With the October holiday drawing near considerable activity is noticeable with various units of the Yacht Club, and to hasten those who may have delayed, I give the draft of the arrangements for the Club Cruise over the week-end of October 8-10th.

To cheat the tide it will be necessary to leave early and the first gun of the season will be fired at 1.55 p.m. on Saturday, Oct. 8th, preparatory for the start at 2 p.m. for all classes.

Those who do not wish to race, should note that the rendezvous is at the head of Junk Bay to the west and south of Hang Hau. It is expected that "Typhoon," "Curlew," "Norseman," "Queen Bee," of the Cruiser Class will be there, whilst the racing classes will be represented by "Dorothea," "Colleen," "Why Wonder," "Wing," "Bluenose," "Boojum," "Adele," "Lola."

On Sunday, October 9, there will be a race in the morning to Joss House Bay via Pothong Rock to Port (weather permitting) where tiffin will be taken. After tiffin, it is suggested that it should be "Go as you please" to the rendezvous in Repulse Bay, if southerly winds make it necessary then at Deep Water Bay.

On Monday, October 10, in the morning, race round Ngan Chau (S) to Waterfall Bay where tiffin will be taken. In the afternoon boats will return to Hongkong as they please.

Will those members who intend taking part in the Cruise please send their names to the Sailing Secretary of the Yacht Club.

Mr. J. R. L. Stanton,
c/o China Underwriters,
Tel. C. 1121, St. George's Bldgs.

Col. V. Coates has disposed of "Salark" to the Royal Engineers' Mess who have renamed her "Wings." The mess have sold "Gael" to an officer of the Scots Guards.

Mr. Griffiths, who is going on leave shortly, has sold "Chinoke" to Mr. Nicolson, who is fitting her out for the season.

The Ocean Race at home, starting from Cowes round the Fastnet light and finishing at Plymouth, was won by Lord Stalbridge's "Tally-ho," a cutter designed by Albert Strange about 20 years ago; she beat the American designed Schooner "Glaucette" by about two hours. Conor O'Brien, round the world, was unable to beat down the channel against the storm and ran for shelter, as did a previous winner, "Julie Brise," and the schooner "Nicopolis," which had crossed from America especially for the race. These two were weathered out at Falmouth for 20 hours. The owner and skipper of the latter, who is 23 years old, stated it was weather much worse than anything experienced in crossing the Atlantic.

The race is for boats of not more than 50 feet on the waterline or about the over-all length of the "Lady Jean," "Tally-ho," is about 38 feet on the waterline with 11 feet of beam, seven of draft and sail area just over 1,700 square feet—a typical cruising cutter met on the English Coast. She would be beaten out of sight by a modern fast cruiser in light weather, but is able to make port for shelter.

There must be a great attraction in this race, for I hear that entries are already being made for the race in August next.

May I remind owners that the racing season is drawing near and if they wish to get their craft into proper trim it is high time they were in the water.

Tides, Time and Stowing Guns wait for no man.

CRICKET INTERPORT.

SHANGHAI TEAM ARRIVES NO NOVEMBER 19.

A cable received by the Hongkong Cricket Club from Shanghai states that the northern team of interport cricketers will arrive in Hongkong on November 19 by the President Grant.

Teams for To-day.

The following will represent the Hongkong Cricket Club in their match with the Garrison eleven on the Club ground at 2 p.m. to-day.—T. E. Petrie (Captain), A. W. Hayward, H. V. Parker, J. R. Hinton, O. Moor, A. Reid, T. E. Hammond, C. D. Wales, J. A. Spink, H. J. Armstrong and W. P. Wilson.

St. Peter's v. Varsity.

The following will represent the St. Peter's Church Young Men's Club in a cricket match against the H.K. University to-morrow at 2 p.m. on the University ground.—E. Zimmern (Capt), J. L. Youngs, E. F. Fincher, A. B. Hampson, W. C. Hung, P. Evans, J. Terrans, E. Bird, H. Lim, W. A. Youngs.

YACHTING.

SCANDINAVIAN GOLD CUP.

Oyster Bay, Sept. 30. In the fifth race of the series for the Scandinavian Gold Cup, Merend beat Mayba by 2 minutes 38 seconds with Norse chine. Merend and Mayba have now won two each and Norse one.—Reuters.

SERVICES SWIMMING.

AQUATIC SPORTS AT KOWLOON DOCK.

The Kowloon Dock United Services Club Aquatic Sports opened yesterday afternoon when the heats in the events on the programme were swum off.

By the mooring of barges and floats, a 25 foot "bath" was constructed, while ample accommodation was provided for spectators by the erection of tiers of seats on the dockyard wall to the west of the bathing beach.

The various events were well contested, but there was a limitation of entries owing to the absence of certain Naval units at sea. This was particularly felt in the case of H. M. Ships Wishart and Wild Swan, despatched to sea on short notice on Tuesday. In certain cases the places of competitors from these ships were filled by other Naval men, post entries being accepted.

Officials.

The officials were:
Starters.—Mr. R. Lapsley and Mr. J. V. Ramsay.
Judges and Timekeepers.—Mr. R. Lapsley, Mr. J. V. Ramsay, Mr. W. Hyde, Mr. C. Logan and Mr. D. Lyon.
Referee.—Mr. D. Lyon.
Goal Judges.—Mr. J. V. Ramsay and Mr. C. Logan.

Competitors' Stewards.—Mr. F. J. Jenner and Mr. P. S. Nicholls.
General Committee and Stewards.—Mr. G. Duncan, (Chairman), Mr. G. Henderson, (Vice Chairman), Mr. C. Neave, (Hon. Treasurer), Messrs. C. Atkinson, S. Gray, W. Greig, J. Kempston, B. Docherty, and D. S. Nelson.

Results.

The results of the heats yesterday were as follows, the finals to be swum off to-morrow, commencing at 2.15 p.m.

One length Championship.—Air Craftsman Hopkin, R.A.F.; Guardsman Milne, Scots Guards; Bombardier Norris, 12th R.A.; Lieut. Charlesley, H. M. Sub. L.19; Pte. Wilson, K.O.S.B.; Able Sea: Silvers, H.M.S. Danae; Ldg. Air-craftsman, Whyman, R.A.F.; Drummer Wplard, Scots Guards.

100 yds. Championship.—Bomb. Norris, 12th R.A.; Gr. McConnell 20th R.A.; Pte. Faulkner, K.O.S.B.; Able Seaman Kidd, R.F.A.; Guardsman Miller, Scots Guards; Gunner Clarke, 12th R.A.

Relay Championships.—Royal Air Force, Camerons; Queen's; Scots Guards; H.M.S. Danae; 4th R.A. High Dive.—Able Sea: Williams, H.M.S. Danae; Pte. Conway, Queen's; Able Sea: O'Brien, R.A.F.; Able Sea: Buckingham, H.M.S. Danae; Sergt. Hill, Scots Guards; Gdsm. Stretton, Scots Guards; Lieut. Frost, Northants; Sergt. Pacey, Northants; Corp. Bowden, K.O.S.B.

Derby Race.—Gunner Regier, 20th R.A.; Sapper Medway, 66th R.E.; Ord. Sea: Rowles, H.M.S. Danae; Trump. Underwood, 12th R.A.; Able Sea: Silvers, H.M.S. Danae; Sapper Satchell, 56th R.E.

Tilting.—Sto. Felton, H.M. Sub. L.19 and A.B. Sutherland, H.M.S. Tamar, qualified for second round.

Egg and Spoon Race.—L/Bomb. Branson, 15th R.A.; C.P.O. Duval, H. M. Sub. L.19; Pte. Grand, K.O.S.B.; Able Sea: Rose, H.M. Sub. L.19; Able Sea: Buckingham, H.M.S. Danae; Pte. Coles, Queen's; Pte. Wheeler, Queen's; Pte. Curtis, Northants; Spring. Board Div. Northants; Gdsm. Williams, Scots Guards; Gdsm. Wingate, Scots Guards; Sergt. Pacey, Northants; Corp. Bowden, K.O.S.B.

Back and Breast Stroke.—Pte. Clarke, Queen's; Ldg. A. C. Whyman, R.A.F.; Lieut. Thicknesse, 4th R.A.; Aircraftman Bracher, R.A.F.; Guardsman Bell, Scots Guards; Able Sea: Rudd, H.M.S. Danae; Pte. Feather, Queen's; Trump. Underwood, 12th R.A.

The Greasy Pole and Long Distance Championship over 2,000 yards will be contested to-morrow afternoon, with the finals in the events detailed above.

Music on Sunday.

The following is the programme of music to be performed at the Kowloon Dock on Sunday by the band of the 1st Batt. Camerons, being the Dock United Services Club aquatic sports. The band will be conducted by Mr. Horace E. Doyell, L.R.A.M.

Overture, "Morning, Noon, and Night," (Sappe).

Cornet Solo, "Bells of St. Mary's," (Adam).

(Soloist, Bds. G. Phillips).

Selection, "Rose Marie," (Primi).

Alaskan Love Song, "Cochee," (Reeves).

Selection, "The Desert Song," (Romberg).

Naval Patrol, "Britain's 1st Line," (Williams).

Grand Fantasia of Scottish Airs, (arr. Hume).

Characteristic, "The Grasshopper's Dance," (Bucalossi).

Finale, "The Royal Standard," (Keith).

The Camerons' Band.
God Save the King.

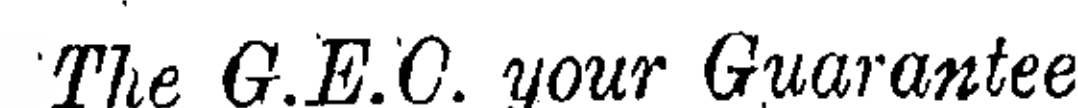
AIR ARMA MENTS.

AMERICA'S GREAT NAVAL PROGRAMME.

Washington, Sept. 30. The Secretary for the Navy, Mr. Wilbur, announced that the U.S. Navy is building a programme for the fiscal year beginning July 1, 1928, provides for the purchase of 147 planes, including 48 torpedo bombers, 100 fighters, and 100 patrol planes, the cost of which will amount to \$7,000,000.—Reuters' American Service.



It has been pointed out that the "Stars and Stripes" is flown from the American cemeteries in France. But that is a different story, and the same objections do not arise. There are not hundreds of American war cemeteries in France. There are three.



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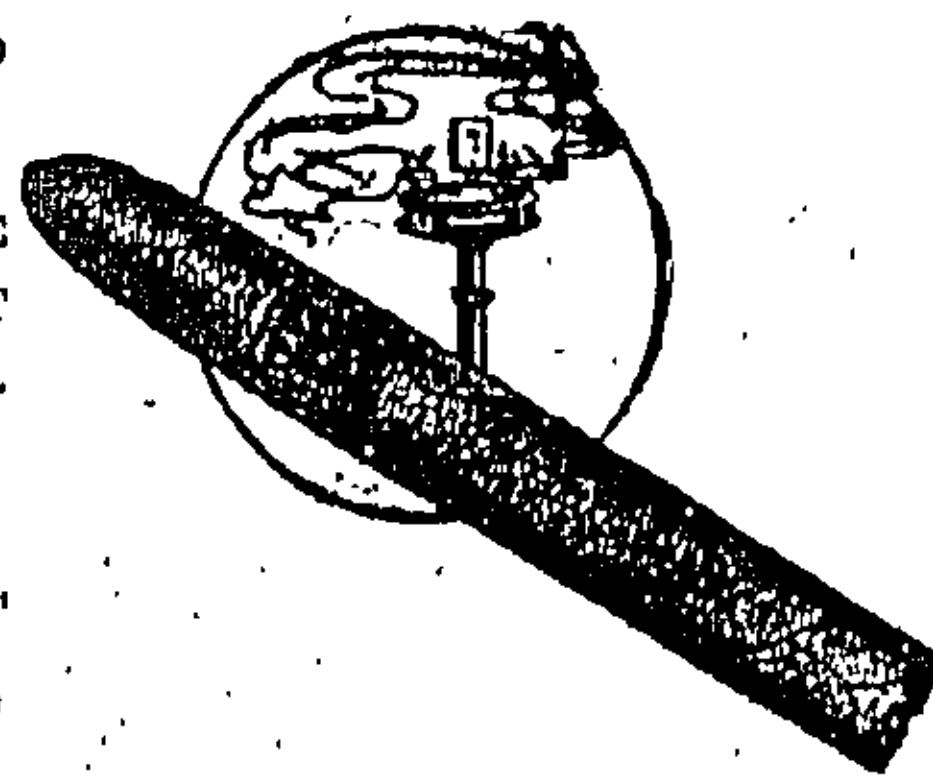
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GERTRUDE BELL'S LETTERS.

THE WAR IN ARABIA
RECALLED.

POLITICAL OFFICER.

The letters of Gertrude Bell are about to be published by Ernest Benn, Limited. Miss Bell's name hardly needs an introduction; her exploits and wanderings in the East, and the services which she rendered to the British Government in Mesopotamia during the Great War and afterwards in the settlement of Iraq, place her in the forefront of English travellers, scholars, archaeologists, and political officials in that part of the world.

So rich are the materials of her letters that this and an ensuing article must be confined to Miss Bell's war and after-war experiences. Her earliest war service was in Boulogne and London; but in November, 1914, she was summoned to Cairo, as it was felt, in view of the revolt in the Desert, that her knowledge of the tribes of Northern Arabia would be invaluable. Arrived there, she found it "great fun" to be helping Dr. D. G. Hogarth "to fill the intelligence files with information as to the tribes and sheikhs," and she was soon "getting to feel quite at home as a staff officer" when she was sent off at a moment's notice—"I really do the oddest things"—to India with the view of establishing touch between Cairo and Delhi in a permanent intelligence bureau for the Near East.

Revolt in the Desert.

The upshot of the Indian visit, which was to have been for only a fortnight or so, was that at Lord Hardinge's desire she was sent on to "Department" there. How long she was "going the stay in any place" she did not know; but the "classification" of tribal material was "extraordinary interesting" and every one was "amazingly kind." She lunched "with all the Generals," and they gave her a "splendid great verandah with a cool room behind it in which to work." This was in March, 1916. "And I'm glad I have got to know Sir Percy Cox. He is a very remarkable person, not the least remarkable thing about him being his entire absence of any thought about himself. He does his job—a gigantic job—and thinks no more about it." In April "Mr. Lawrence" appears, "sent as liaison officer out of Egypt," and by this time the anxiety about Kut is acute.

I don't hold a brief for the Government of India, but it is only fair to remember that K. drained India white of troops and of all military requirements, including hospitals and doctors, at the beginning of the war, and that when it developed into a very serious matter—far too big a matter for India to handle if she had had command of all her resources—neither troops, nor artillery, nor hospital units, nor flying corps, nor anything were sent back in time to be of use. Politically, too, we rushed with the business, with our usual disregard for a comprehensive political scheme. We treated Mesopotamia as if it were an isolated unit, instead of which it is part of Arabia, its politics indissolubly connected with the great and far-reaching Arab question. . . . The co-ordinary of Arabian politics and the creation of an Arabian policy should have been done at home—it could only have been done at home. There was no one to do it, no one who had ever thought of it, and it was left to our people in Egypt to thrash out, in the face of strenuous opposition from India and London, some sort of wise scheme which will, I am persuaded, ultimately form the basis of our relations with the Arabs.

In July she enters on a new appointment as Official Correspondent to Cairo; she is now part of I.E.F. "D"; but "fortunately I need not wear uniform," for the weather is "confoundingly hot," and "your staff vanishes like snow before the sun—clerks, typists, servants, they go down before you can wink, and you are left to do the things for yourself." The writer has fever and jaundice; "I have never been so ill as this before," but she has read in hospital "all Gilbert Murray's translations of Greek plays—glorious they are!"

Arrival in Baghdad.

In March she hears of the entrance into Baghdad, and longs to go there. She has her wish in April; "such an arrival!" Sir Percy Cox tells her that a house has been allotted to her; it turns out to be a "tiny stifling box of a place in a dirty little bazaar, and absolutely empty," but she decides next day on better quarters. "Baghdad is a mass of roses and congratulations. They are continually delighted at being free of the Turks." She has "amusing reunions with gentlemen" she met at "Hail and Najaf," and heaven knows where besides. It is immense fun.

GREAT MECHANICAL ARMY ON SALISBURY PLAIN.



For the first time Britain's mechanical army took the field on Salisbury Plain. Tanks going into action.

NOW CONVINCED.

ATLANTIC PEDAL BOAT
FAILS.

Mr. Edward Tierney, of Manchester, the inventor of Carrie, the twelve-foot pedal boat in which he hoped to cross the Atlantic, is now convinced that his craft is incapable of crossing even the Channel.

In a test, which he carried out on August 27 the Carrie, after going for a mile before a stiff wind, leaked badly, and had to be towed back to Dover by an accompanying motor-boat in which was Mr. W. Matthews, the eighty-six-year-old partner in the projected enterprise.

My duties are of the most diverse kinds. We are very short-handed. I take on everything. I can spare Sir Percy—interview representatives of innumerable creeds, keep an open door for tribal sheikhs and messengers from the desert, whose business I discover, and send up, in brief to Sir Percy, and behind all this there's my real job, the gathering and sorting of information. Already the new tribal maps and tribe lists are getting into shape, and the first big batch of confidential notes on Baghdad personalities will be issued to the Political Officers to-morrow—that's not bad going. Presently all the new surveys will begin to come in, and I shall have the revision and correction of the place names, a thing I like doing because in the first place it's so nice to get them right, and in the second it teaches me so much geography. The head man is an enthusiast and gives me a free hand. And then I'm going to show the Revenue Commissioner all the old buildings and scraps of buildings that are kept guard over them. It's a thousand times more interesting than Basra, you understand.

Indeed, she "loves Baghdad," and "the people are so outgoing—partly prophetic, no doubt, but they are glad to have us." She is now currently described as a Kokush, or female Kokus (Sir Percy Cox), which word "is rapidly passing into the Arabic language, not as a name but as a title." Again, the summer heat is most trying.

I don't know whether it is a scientific truth, but it's undoubtedly in accordance with facts—full moon nights are by far the hottest and the stillest. Two nights ago I was completely defeated. I tried to work sitting outside in my garden after dinner, but after half an hour the few clothes I was wearing were wringing wet and I was so much exhausted by a day similarly spent that I went to bed helplessly and fell asleep at once on my roof. I hadn't been asleep long when I woke up to find the Great Bear staring me in the face. I like looking North. It was very strange to see the Great Bear shining so brilliantly in the full moon of Ramadhan, and I wondered half asleep what had happened. I realized that the whole world was dark, and turning round saw the last limb of the moon disappearing in a total eclipse. So I lay watching it, a wonderful sight, the disc just visible, a dull and angry copper colour. In the bazaar a few hundred yards away every one was drumming with sticks on anything that lay handy, to scare away the devil which cut the moon, and indeed they ultimately succeeded, for after a long, long time the upper limb of the moon re-appeared and the devil drew slowly downwards, angry still with deep red tongues, and wreaths projecting from his copper-coloured body, and before I had time to sleep again the Ramadhan moon had

DANGEROUS HUNTING.

HIPPOPOTAMUS CRUSHES
CANOE WITH ITS JAWS.

Nairobi, Aug. 28. The danger from hippopotamuses, near Jinja, Uganda, which recently caused a number of fatal boating accidents, prompted Game Warden Maitland Warne to undertake a punitive expedition.

He set out accompanied by four natives in a canoe. They had killed three hippopotamuses when a fourth rose to the surface and crushed the canoe with its jaws. The boat sank and three of the natives were drowned. Mr. Warne, with the greatest difficulty succeeded in saving the life of the fourth native. Both were picked up by a ferry boat right on the edge of the Ripon Falls.

Mr. Warne later in the evening again ventured out and shot four hippopotamuses.

once more extinguished the shining of the Bear. But as for people who read of these things in their almanacs and know to a minute when to expect them, I think nothing of them and their educated sensation.

AN INTERESTING LIFE.

By November, 1918, after the war was over, she was writing:— "I am having by far the most interesting time of my life, and thank Heaven I am now well and can grapple with it adequately. The Franco-British declaration has thrown the whole town into a ferment. It doesn't happen often that people are told that their future as a State is in their hands, and asked what they would like. They are all talking, and mercifully they all come in to me with the greatest eagerness to discuss what they think. On two points they are practically all agreed: they want us to control their affairs, and they want Sir Percy as High Commissioner. Beyond that all is divergence. Most of the town people want an Arab Amir, but they can't fix upon the individual. My belief is (but I don't yet know) that the tribal people in the rural districts will not want any Amir so long as they can have Sir Percy—he has an immense name among them—and personally I think that would be best. It's an immense business setting up a court and a power. The whole situation requires very delicate handling. We can't be too wary at this moment when the public mind is so fluid that anything serves to divert it in one direction or another. I always speak quite frankly, and they believe me, I think. They know I have their interests more deeply at heart than anything else, and they trust me in the same part of way that they trust Sir Percy. I'm so thankful to be here at this time.

She was soon, however, to leave the country in order to go to the Peace Conference in Paris. She was not long in Paris or in Europe, for by November she was back again in Baghdad, where "brides come out in swarms to be married." As the year wore on she became increasingly anxious about the future of the country and the policy which was to be applied to it. The military position gave cause for apprehensions. "It is touch and go" in August; "another episode like that of the Mancheters would bring the Tigris tribes out immediately, below Baghdad. We are living from hand to mouth." She is "overcome—as I am not unfrequently—as with the sense of being as much an Asiatic as a European." "As the pro-Arab member of the administration," she hopes that Sir Percy Cox, who has not yet returned as High Commissioner, will "give a very wide responsibility to natives of this country."

HYMNS THAT POIS.

THE TRIVIAL AND THE
FALSE.

"The hymn-book is the instrument the teacher has the most dangerous," said J. Martin, a Yorkshire vicar, the Modern Churchmen's conference at Bournville, Birmingham. It was a tragedy that the very field where children "most willing learners" they subconsciously poisoned with trivial and the false.

Urging the need of a Christian basis for national education R. B. Henderson, headmaster of Alcester School, Dulwich, said in day schools little attention paid to religious matter, while boarding schools antiquated inaccurate information was imparted.

The attitude of headmaster elementary schools towards teaching of Scripture was a times one of indifference. Majority of masters were themselves so much puzzled by the sent religious outlook that seized any respectable excuse throwing on to the parents responsibility for training boys.

THIEVES CUT STEEL DOOR.

ATTEMPT TO FORCE
STRONG-ROOM.

Thieves made a determined unsuccessful attempt to force strong-room doors of a branch Barclays Bank in High-road, Monstone, E., during the hours of the morning in mail. The men must have worked oxy-acetylene burners for some time as a square in the 18in. steel doors had been cut to depth of 3in. near the lock.

An official of the bank told press reporter that it was all impossible to force the strong-room. Had the raiders succeeded in burning off one of the doors there were still two others left. Examination of the premises show that all the windows were locked and barred and the door closed. It is believed entrance was gained by means of a duplicate key. There was a considerable amount of money in the strong-room.

The police believe that at least three men were concerned. Among the litter they left was a pair of smoke goggles.

WAVE OF POISON GAS

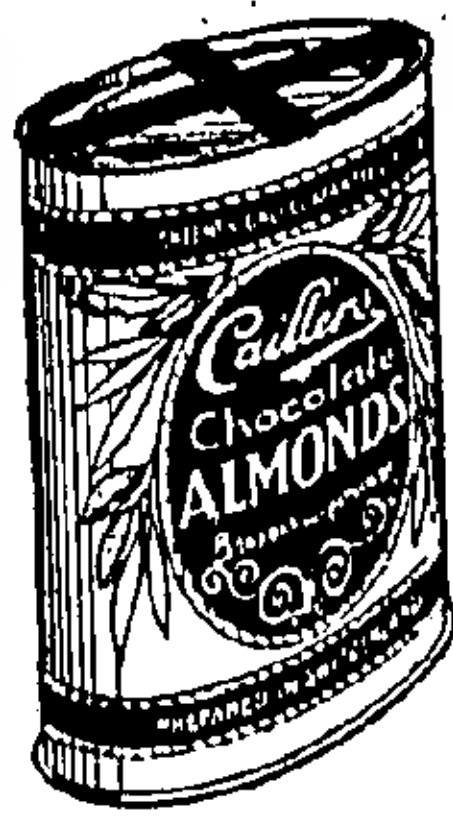
PARIS DINERS' RUSH TO
THE STREET.

Paris: Two hundred customers were seated at dinner in a restaurant in the Rue de Clignancourt when the dining-room suddenly became filled with a wave of poisonous gas which caught the throats and started them shrieking. There was a rush for the exit in the course of which a girl was injured, and within a few minutes the restaurant was empty. Policemen tried to enter the building but had to retire.

It was then found that the gas came from an adjoining building where disinfection was being carried out with sulphuric acid. It had entered the restaurant through a hole in the wall.

The cook of the restaurant, who had been overcome by the gas, had to be removed to hospital where he recovered after treatment.

FRESH ARRIVALS



ON SALE EVERYWHERE



WOMAN'S WORLD



FRESH ARRIVALS



ON SALE EVERYWHERE

THE WEDDING DAY.

HINTS FOR HONG KONG BRIDES.

All the world loves a lover, and not with the approach of Autumn weddings are in the air. Every-day announcements appear in the local press that one more girl is going to have the day which is particularly hers; when she is the centre of her little world.

Enjoy Your Wedding.

Your wedding day ought to be one of the happiest of your life; one for which you will make joyous preparations and which will be a lasting memory. It is unfortunate that often the bride is so harassed beforehand, quite unnecessarily, that she goes to her wedding tired and nervous. You will be the last to arrive at and the first to leave your wedding so you want to enjoy minute of it, and you can only do so if you feel well.

No Last Minute Jobs.

You should do your best to avoid a rush at the end, especially here in a trying climate. Wedding preparations are so delightful and they can be a joy instead of a burden. Of course presents will come in a rush but every woman who remembers how enraptured she was with the first arrivals, and how bliss if not bored she got towards the end, when a present came to mean yet another of the interminable letters, will endeavour to send her gift in good time.

For Those That "Go Down to the Sea."

Our Hong Kong bride may have an even stronger reason for wanting to avoid last minute jobs and engagements. Not a few of them go straight from the reception to the steamer. *Mal de mer* is always unromantic, never more so than on a honeymoon, but there is nothing so likely to bring it on as overtiredness and fretted nerves.

The Social Whirl.

The bride-to-be will be very wise gently but firmly to refuse all social engagements during her last week of maidenhood, and to avoid continual late nights while she is making her wedding preparations. An evening with her fiancé is a very different matter, and her friends will understand her desire to lead a quiet and happy life before starting on her great adventure.

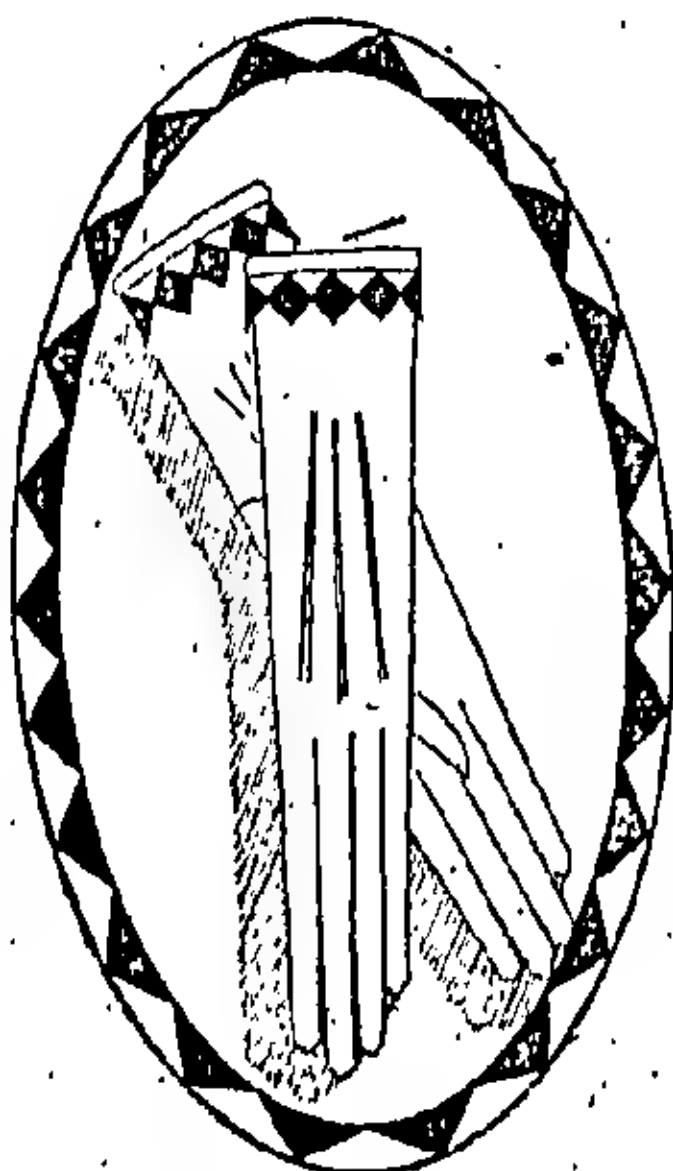
The Ceremony.

Quite apart from its beautiful significance, the wedding ceremony should be as lovely as possible. Every girl wants to look her best for the man she loves, never more so than on the day when she joins her life to his, and she never has so good an opportunity.

At the Church.

Our marriage service has been somewhat criticised of late, but it is a very beautiful ceremony, and the wording is frank at least gives us a clear understanding of that marriage means. Much of the beauty of the ceremony depends on the bride, on her choice of decorations, and dresses for herself and her bridesmaids, and the general grouping of the party at the altar rails; but I must reserve what I have to say on this important subject until next week.

SQUARED CUFFS.



With the black and white mode, white kid gloves come again into fashion. Black square cuffs stitched lightly at the corners form the cuff trimming of this slip-on pair.

MOTLEY MUSINGS.

A GLIMPSE AT A SIGNBOARD.

Antique Curious Dealers' reads a notice on the balcony of a house on the Praya East. How far more subtle this is than the usual formula! There are probably hundreds of antique shops in Hong Kong, but this sign board, unpromising as is the balcony on which it hangs, lays hold on the imagination. One begins to picture some such in which Balzac's hero found the magic Shagreen, which under a certain sinister condition, gave all that one wished. A gloomy twilight shop filled with the debris of homes of all classes. Where old clothes, knives, clocks, porcelain and furniture, live in perpetual obscurity; and where one might find behind a broken bureau a mummy, a pickled monkey, or Tang Vase.

And the dealer himself, now even more sinister it is that he should be Chinese! An "antique curious" man, incredibly old, blinking in the dim light, glancing sideways at one with perbend eyes, as he bows with his hands hidden in his sleeves.

It would be, perhaps, a pity to brave the narrow dirty stairway to find a plump and smiling young Cantonese, or a stooping Jew with greasy locks; it is better to pass and let the haunting picture of your imagination remain.

A Stocking.

I walked up Pedler Street behind her. She was dressed in white, with a narrow black belt and a cunningly folded turban hat, black too with a rhinestone pin. Her shoes were white, with black heels and strappings, her ankles most happily. White stockings with a narrow black V at the back, not only completed a singularly smart ensemble, but gave an illusion of graceful slenderness to quite ordinary ankles.

Quite at Home.

Three little maidens had tea in Lane, Crawford's. They settled themselves one sofa and, taking off their hats shook out their shingled locks, and gave their order with complete sang froid. The eldest had perhaps some eight summers, so they drank milk. With their

BEIGE AND BROWN.



A smart composite ensemble for spring is this heavy faulle silk scarf of beige with applied border in tones of brown. The colour hat repeats the colour scheme and design.

neat heads and abbreviated skirts they might have been their own mothers or even grandmothers, but for the shrill little voices which politely disputed over the sugar cakes.

A Chinese General.

"I want," he said "a belt and a case for my pistol," and he pulled out of the pocket of a rather shabby white jacket a wicked looking weapon. This was in one of our big European stories. "Who is he?" I asked, when he had been directed to the Small Arms Company. "A Chinese general; I measured one once for an overcoat and found him rather bulky. He had, I discovered, five revolvers strapped round his waist!"

These revolvers, one for each hand, and another for joss, seem ample for self protection even in the hazardous position of a Chinese general; I wonder if they practise shooting with their feet!

OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN")

London, Aug. 25.

Stephanie has sketched for us a little ivory crepe de chine suit, the outstanding point of which is that the jumper has a fichu effect, notwithstanding the plain nature of the garment. The skirt which trails off into nothingness owing to exigencies of space, is just pleated and the whole is ideal for wear during the morning or afternoon of a hot day. The edging is coloured and gives a very chic air to the ensemble; but this coloured business is of course optional. The actual design had an edging of apple green and looked very pretty; pillar-box red would be equally effective, also navy blue.

Try This!

Now I am going to tell you how to make a delightful afternoon-tea speciality called "Coffee Cakes." You require for their manufacture: 2 eggs, a quarter of a pound of castor sugar, 5 ounces of Cornflour, a quarter of a pound of butter, half a teaspoonful of baking powder, the grated rind of a lemon, or any flavouring essence you fancy. Beat the eggs and sugar together; melt the butter in a saucepan and put it on one side to cool. Sift in the flour and baking powder with gentle stirring; add the butter and flavouring, and mix well. Place small teaspoonful of the mixture on a flat baking sheet which has been well buttered, and bake for four or five minutes. Place between two pieces of the biscuit coffee icing, which can be made like this:

Once again you require a quarter of a pound of butter, half a pound of icing sugar and some coffee essence. Cream the butter and sugar together smoothly, and add about one dessert spoonful of coffee essence gradually. It is essential that the biscuits should be cool when the icing is inserted, and that they should be kept cool afterwards.

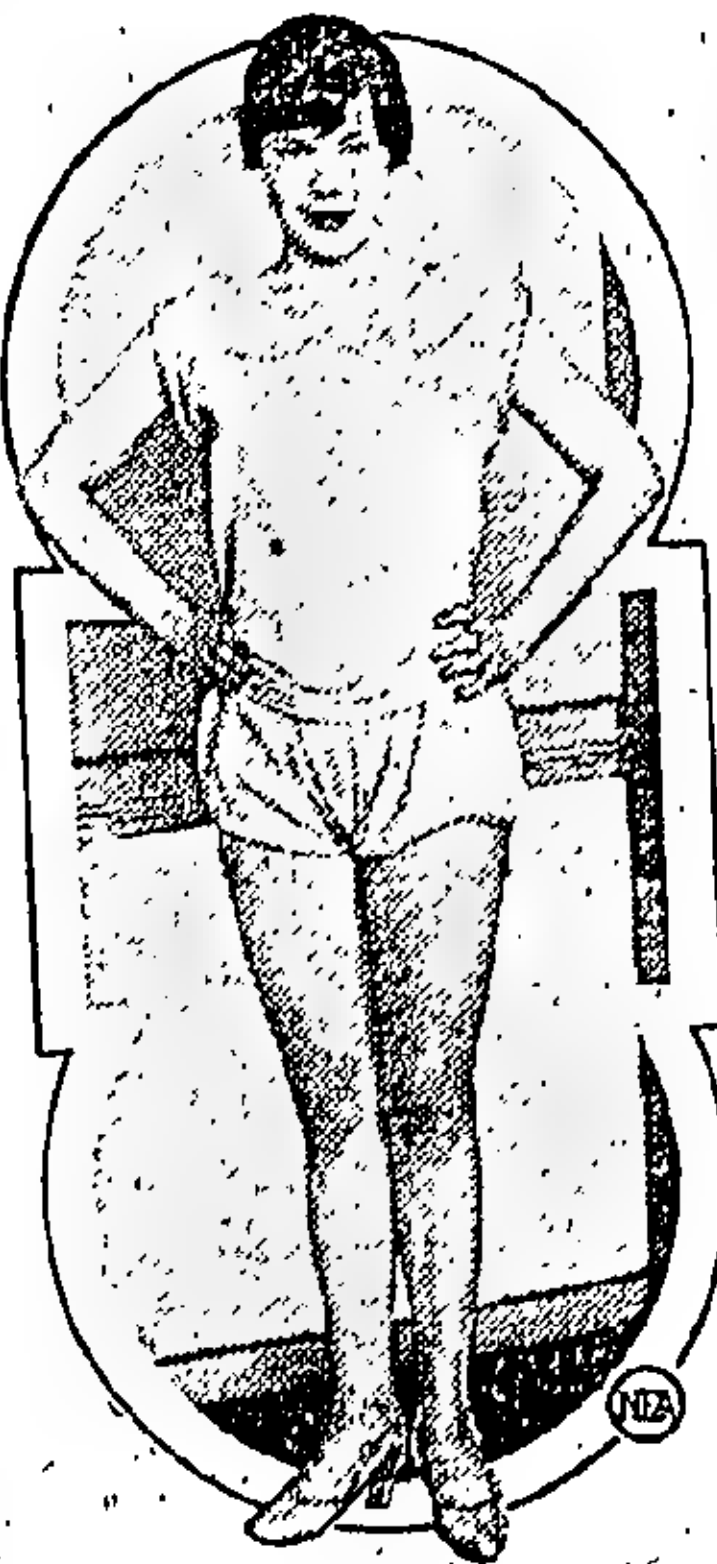
DANCING YOUR WAY TO BEAUTY.

A CHANGE FROM DULL EXERCISES.

"Exercises are so dull" is a frequent excuse for neglecting them especially on the lips of growing girls for whom they are the most essential.

That beauty and slenderness should be acquired as painlessly as possible was the theory of the Greeks, and it is possible to dance your way to a divine figure. Not that you really avoid any of the exercises that are necessary to reduce your humps and bumps to lovely, clean-cut lines, but you have fun in the process, and you don't mind the effort.

You would probably be surprised to know that your cinema stars, actresses, and prominent society women all belong to dancing classes, where they stretch, limber up, and "work out" for their figure's sake.



An Easy Exercise.

Here is an exercise that is often given as a starter in such a course: Stand upright, being careful that your shoulders and neck are not un-

Is That So?

This week our sketch is of Miss Jeanne de Casalis, an actress who



Miss Jeanne de Casalis.

is well-known to London play-goers, and who bids fair to place herself with one leap right into the front rank of leading ladies. If every-one worked as hard to maintain a standard as Miss de Casalis, no great harm would be done. She is principally remembered for her performance of a "vamp's" part in that successful play of less than two years ago—"Pata Morgana," since when she has had the task of living down her reputation as a vamp. Anyone less like a vamp in private life, incidentally, it would be impossible to imagine. Miss de Casalis's last bid for freedom has been the part of the antithesis of a vamp in a new play, now being "tried out" in the provinces, prior to London production, entitled "The Yellow Streak," and in this connexion she is unique, being the only leading lady I have encountered who complained of length of her part. "Why," she asked the guilty author, "can't you let the other characters talk about me for half an hour or so, that I can have a cup of tea and a rest while they're doing it?" The author, being a realist, merely remarked that as the play was about a certain woman, that woman had got to be on show all the time, for it was in her that the interest centred, and it was to see her that the audience would pay their half-crowns

and half-guineas. "I shall bore them stiff with the sight of me, I know!" predicted the victim. But the proof of the pudding has been in the eating, and throughout the two-and-a-half hours during which Miss de Casalis is on the stage, there is no sign of "that tiresome cough" in the audience. I personally have always had a great respect for the provinces as a trying-out centre, for I'm sure they judge plays and players on their merits more than we of the great "West End" do.

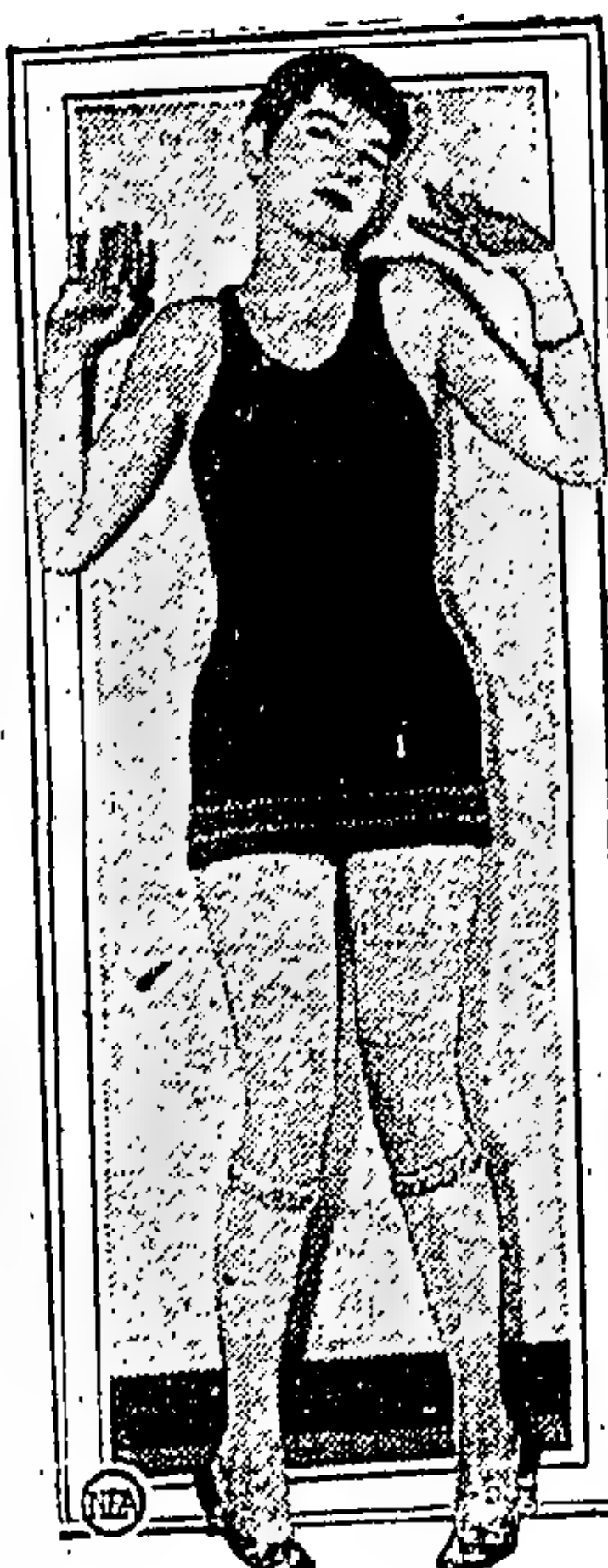
The Street of Adventure.

I think I mentioned to you a few months ago the literary activities of the wife of the Estonian Minister in London—Madame Aino Kallas. Since then I have received a copy of her latest book to be translated into English. It is called "Eros the Slayer" (Jonathan Cape) and contains two stories—"Barbara von Tisenhausen" and "The Rector of Reigi." They are intense love stories of Estonia in the fifteenth century, and although I was unable to read them in their original Finnish, I feel sure that the translation is altogether adequate, for the language in which they are told is dignified and plain, at the same time conveying the bygone period.

Both tales deal with the intense love of a woman, and in the case of the latter—"The Rector of Reigi," there is an additional element of tragedy introduced by the fact that the teller of the tale—the deserted husband—is also a great lover in his own way. Here you have no modern sex problem. A woman who leaves her husband is called, with unanimous approval, all sorts of unprintable things; judged by those same relations, but fortunately they can't hang or behead us. To this extent, therefore, I think we may be said to have progressed. But apart from these habits of summary "justice," you will find the love stories of Estonia entrancing, well worth reading.

The Charleston.

And here let me say that nothing gives you better exercise than the Charleston. Many society matrons



and even business women, who do not feel sufficiently gay and youthful to perform this dance in public, practice it regularly at home as a matter of exercise.

The steps are too intricate to describe here, but in a few lessons, or sometimes merely by watching others, you can pick it up for yourself. Once you get the rhythm, the steps come naturally.

Greek Dancing.

And by all means, I should advise you to study aesthetic dancing, and to work out new steps and forms for yourself. Exercise with music and develop your sense of rhythm as well as your muscles.

Finally, I advise you to walk every day, and be out in the air at least one hour each day. And swim the year around, if possible.

THE MARKET BASKET.

GRAPE FRUIT AND TWO

Now that grapefruit are fairly easy to get locally a hint as to serving his delicious appetiser may be useful. Grapefruit is frequently served in place of *hor d'oeuvres*, and makes a very nice sweet treat after a somewhat rich meal course. When serving grapefruit see that the fruit is carefully freed from the skin as otherwise it is very awkward to eat. It is in fact frequently refused at the table solely on this account.

Method of Preparation.

Clean the outside skin thoroughly, cut the grapefruit in halves and free the flesh of the fruit from the white pith. To do this a special grapefruit knife with a curved blade may be used. This enables the flesh to be freed more easily from the sides and the bottom of the skin without risk of piercing the skin, which must, of course, be kept intact if the fruit is to be served in it.

Be sure that the flesh is freed from the centre skin also. Add sugar and one teaspoonful of maraschino or other liqueur to each half and top with a cocktail cherry. Grapefruit is now frequently served out of the skin in tall glasses, and many people consider it more enjoyable in this manner, as the skins frequently have ugly bruises and stains on them.

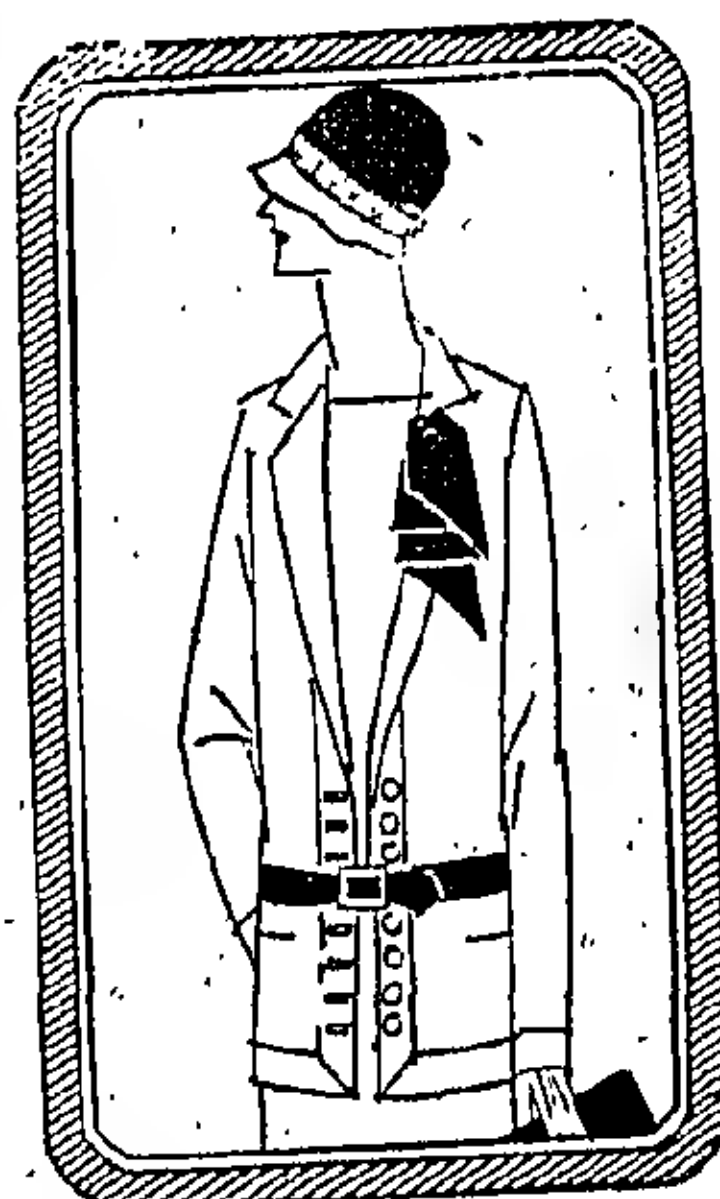
Carlton Salad.

Skin and core a large ripe pear and cut it into wedge-shaped pieces. Place a few on a crisp lettuce leaf and add half a dozen black or white grapes, skinned, seeded and cut in two. In the centre place a slice of skinned tomato and over it all sprinkle some chopped parsley. Serve with mayonnaise.

Ruby Salad.

Cut a good-sized beetroot into slices, not too thin. Over this lay thin slices of Spanish onions. On the top of this place a few slices of banana and over the whole sprinkle chopped parsley. Serve with a French dressing or with a mixture of French dressing and mayonnaise.

FLAT BOW.



A flat blue velvet bow, instead of the popular flower, matching the velvet belt, lends distinction to this white jacket of wool.

Home Laundry Hints.

When ironing Crepe de Chine and Georgette "Undies," watch them while drying, and while still quite damp iron with a hot iron, between pieces of flannel. If flannel is not at hand use a slightly damp cloth. When nearly dry iron on the surface with a cooler iron. Georgette stiffens when ironed with a very hot iron, but is rendered supple again by ironing on the surface with a cool iron.

To stiffen lace slightly use an ounce of gum arabic in place of starch, and prepare it in exactly the same way as starch. Strain it through muslin, and bottle to the amount of stiffness required.

Pull the stiffened lace into shape carefully while still damp, place it between flannel, and iron with a hot iron.

The surface of the iron must never touch the gummed lace.

PYGMALION.

CULTIVATING A PRETTY VOICE.

"Manners Mayketh Man" is the crest of Westminster School, and the French have another motto "L'habit c'est l'homme," but speech, the choice of words, and the manner in which they are pronounced has been the abbeoth of aristocracy the world over.

The "Oxford manner" has come in for a good deal of mockery, but it is imitated in all walks of life; on the stage, in the servants' hall, and behind the counter. The most perfect example I have met was in the voice of a chemist in a small town. Solomon extolls a low voice as being "an excellent thing in woman," and it is not perhaps extraordinary that a pretty voice is often a greater asset to a girl than a pretty face in her chances of marriage.

You become accustomed to the appearance of anyone whom you constantly see and accept them without much analysis; a fact which causes not a few domestic tragedies. There is plenty of support for this statement in literature. A man, we read, looking in the glass, turns away and "forgets what manner of man he is." Mrs. Oliver Cromwell naively confesses that the virtuous wife becomes oblivious of the wart on her husband's face. But perhaps the clearest proof is that of the portrait. It is rare indeed for the nearest and dearest of the sitter, to admit that either a photograph or a painting is a good likeness, whereas friends and acquaintances will call them perfect. The explanation is that these who live with us never really see us; the lover may cherish a faithful mental portrait of his beloved, but when they have been married a year or so, he probably could neither describe her nor the clothes she wore on any particular occasion.

An ugly voice, however, never lets itself be forgotten, and the longer one lives within sound of it the more it jars. The drawl, the whine, and the strident metallic voice are a more serious drawback than a lack of aspirates, and far more serious than an over long nose or a poor complexion. Shaw's delightful comedy "Pygmalion" which tells how a flower girl was taught to speak like a duchess, is not really an exaggeration. A pretty speaking voice can be acquired by anyone who really wants it. The rest is merely a matter of phrasing and grammar. Men, as a general rule are more sensitive to voices than women; they may not notice if your nose is powdered or no, some of them don't detect the most obvious make up, but they do notice a woman's voice. Girls who want to please men, and to get married, should do them best to cultivate low, clear pretty voices; it is not very hard, and will have a wonderful effect on their popularity with everyone.

Your Electric Kettle.

A furred kettle in any circumstances is poor economy, but especially so in the case of an electric kettle, for it consumes about twice the amount of current it otherwise would use. If your kettle is in this condition, fill with a strong solution of soda water, add two peeled potatoes and boil for ten minutes. Throw this mixture away, fill with clean water and boil again. A final rinsing will render the kettle fit for use again. And, of course, a fur collector should then be used.

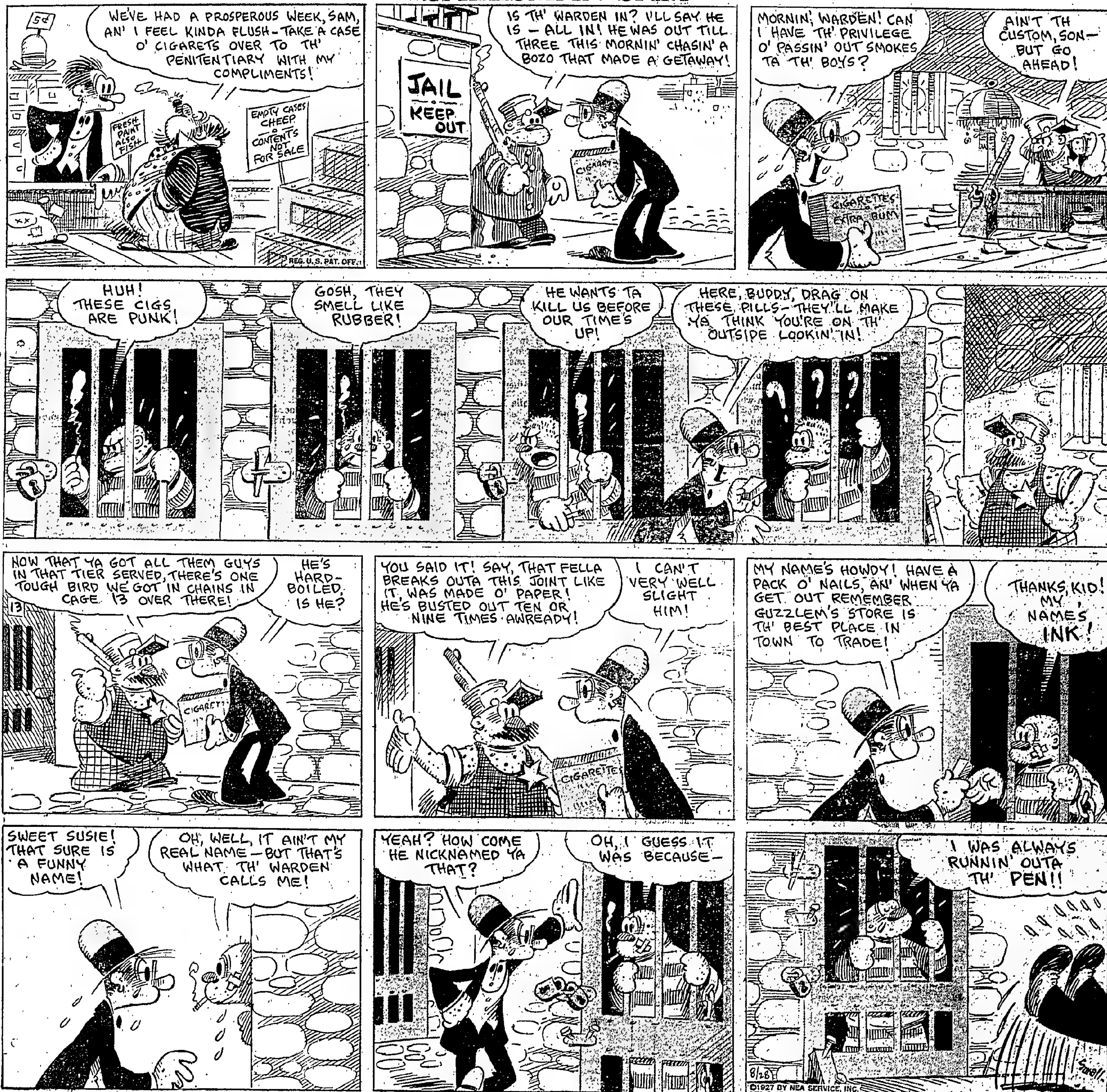
THONGED BEADS.



To be worn with tailored tweed suits is this new leath jewelry—so-called because heavy silver beads are strung on brown leather thongs.



SALESMAN SAM



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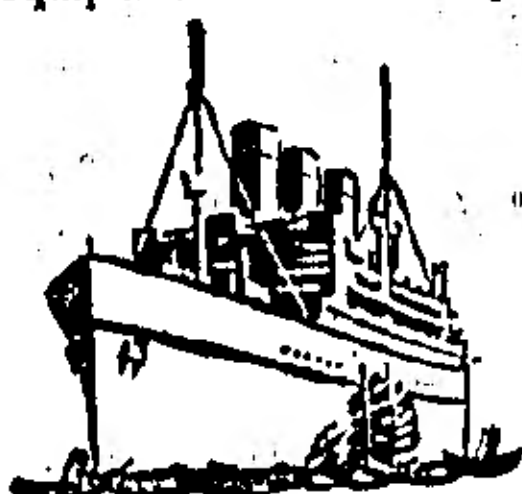
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"SQUEEZE" CHARGE.

SEVEN CONSTABLES IN COURT.

After repeated remands necessitated by the prosecution taking the declarations of numerous hawkers and other witnesses, the case was sufficiently advanced to enable a start to be made at the Central Police Court yesterday with the trial of seven Chinese constables attached to the Hawkers Department, who are charged with being concerned in a conspiracy to extort money from hawkers and with misconducting themselves as police constables by accepting bribes. These charges, together with an additional count of absence from duty against two of the men, have been amended from the original form to bring within their scope offences which are stated to have occurred over a long and undetermined period before the date of their arrest.

Profiting from previous experience, the precautions taken by the Court officials against overcrowding of the Court room during the proceedings, were of an ample and effective nature, and when a certain number of spectators had been admitted as was allowed by the sitting accommodation, the remainder, to the number of several hundreds, mostly hawkers, were excluded and eventually dispersed from the precincts of the Court.

Mr. A. E. Hall appeared for the first, second and sixth defendants, Mr. E. Davidson for the fifth defendant, and Mr. L. D. Turner for the third and fourth defendants, who, in addition to the joint charges against all defendants, were also charged with absconding from duty. Mr. L.H.V. Booth, A.S.P. prosecuted.

An Objection.

Before evidence was heard, objection was taken by all the three solicitors in Court against the charges as they stood in their amended form, on the ground that the dates named were vague and indefinite, and Mr. Davidson in commenting on this, said that an indictment in that form would not have been acceptable to a higher Court although it was recognized that the Magistrate possessed certain powers in that regard.

Mr. R. E. Lindsell, addressing Mr. Booth, said he expected definite dates to be named when the case was resumed at the next sitting. He noted the objection thus formally raised.

Mr. Booth, in pointing to the difficult position in which he was placed, stated that the offences in so far as they were part of an organization, dated as far back as nine years ago, although not the same defendants were concerned throughout.

Acting Sub-Inspector M. R. Dixon, in charge of the Hawkers Department, was the first witness called by Mr. Booth. He detailed the "duties" sent out on the date in question, and identified all the defendants as having been employed on these shifts and having been arrested on charges of which the present case was the outcome.

Lance Sergeant Douglas Filches stated that at about 8.30 on the night of the 19th September, he searched the ground floor of No. 53 Square Street with a party of

officers, and in a cockpit, occupied by a hawker named Leung Sau, he found a cigarette tin containing \$1.10, and also certain yellow slips of paper covered with Chinese characters which he produced in Court.

The Passwords.

The purpose of this tin and the slips of paper was revealed by the hawker, who next followed Sergeant Filches into the box. He stated that in April or May of this year he was hawking cloth in Possession Street when he was approached by the fifth defendant who, after inspecting his license, said he required witness to collect certain monies which would be handed to him by various persons from day to day. As it transpired, twenty or thirty hawkers did come to witness on the following days, handing him sums between 60 and 80 cents. He handed the money to the fifth defendant, the following Monday. After collecting the money, the fifth defendant went away without saying a word.

Mr. Booth: He did not even say "thank you?"

Mr. Booth proceeded to question witness in a way to which Mr. Davidson took objection. Mr. Davidson said the effect of the questioning was that Mr. Booth was cross-examining his own witness.

Mr. Booth: I am not so sure. I think he is not so hostile. (Laughter).

Continuing his evidence, witness mentioned the use of passwords between the hawkers and constables which gave immunity from arrest or molestation to those who paid these fees. As each hawker came to him with the sum, witness, on the fifth defendant's instructions, would communicate to him the password used for that particular week. One week it was "bananas," another week, it would be "Kong Moon," the following week, it would be "Macao" and so on. Another word used was "Kee Cheong," which is the Chinese name for Shewan Tomes and Company. Witness himself had once tested the effectiveness of this system of passwords when he was interrogated by a constable at Hollywood Road and had secured immunity by uttering the password.

Not Surprising.

The monies he collected for the fifth defendant and paid to the latter every Monday, were contained in the tin mentioned above. On this occasion it had amounted to \$11, and he jotted the names of the contributors on the yellow pieces of paper, but trusted to his memory for the amounts paid in against each name.

Cross-examined by Mr. Davidson, witness said that he was arrested on the 18th September, following the search of his quarters. Mr. Booth objected to the use of the word "arrest" stating that witness was not arrested at all, but was merely detained. The witness might have thought that he was arrested.

His Worship said he could see no distinction in that, and proceeded to question witness, who said that he was put in a cell and locked up for the night.

Mr. Davidson: Which should not be surprising if he was arrested. Or was it a natural confusion of thought on his part?

The hearing was adjourned.

TROOP CONCERTS.

LARGE GATHERING AT THE THEATRE ROYAL.

The Theatre Royal was crowded last evening when Miss Violet Capell's "J-Pans" and the band of the 1st Battalion the Camerons, conducted by Mr. Horace Dowell, provided an entertainment for the troops on the lines of the previous concerts which have been so successful. The "J-Pans" have proved one of the most successful of local concert parties and together with the well-known band of the Camerons have given numerous entertainments of a remarkably high quality. The "J-Pans" party consists of Miss V. Capell, Miss P. Capell, Miss B. Walker, Miss C. Xavier, Miss M. Gitting, Miss P. Gitting, Miss A. Steel, Miss I. Schischorst, Miss M. Glendinning, Miss E. Wong, Mr. O. D. Lake, Mr. T. V. Harison, Mr. M. Souss, Mr. A. W. Ramsey, Mr. F. P. Lenfestey, Mr. G. Arnold, Mr. H. Glover and Mr. A. Lovick.

Miss Vaughan accompanies the party throughout.

Last night they again succeeded in providing items to the especial liking of the troops and both the concert numbers and the individual items were all enthusiastically applauded and encores frequently called for. One especially attractive item was "Dressed in a Gown of Blue Brocade," Mr. Glover singing to a miniature portrayed by Miss P. Capell.

The Band Programme.

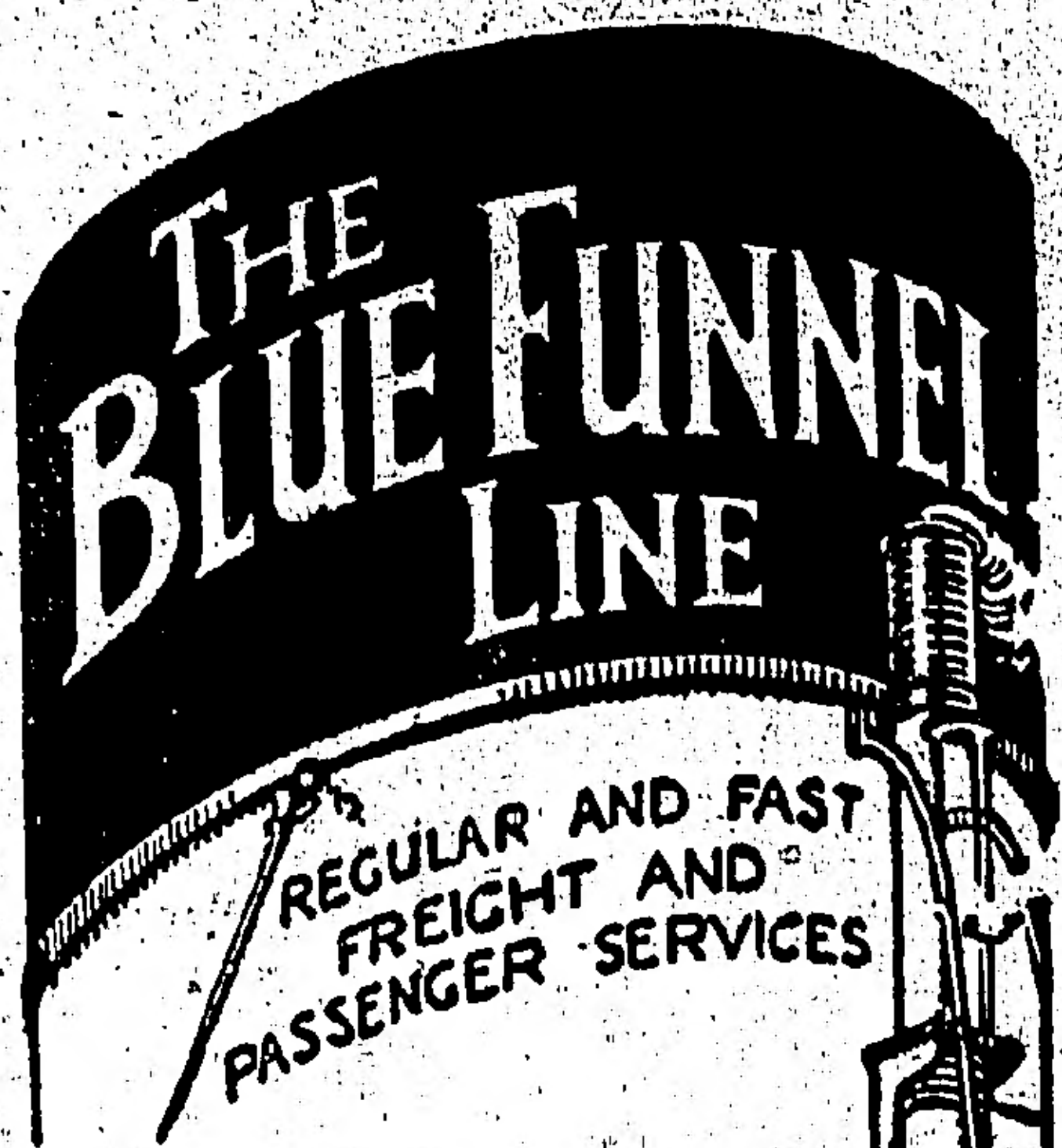
Some of the old favorite items were included in the programme but it also included many new ones and the dancing was especially clever.

The band of the Camerons again received an enthusiastic reception, their popular music being very much to the liking of the troops. During the first part of the programme they played the march "The Camerons," the basson humoresque "Lucy Long," with Lance Cpl. C. Gardner as the soloist and a selection from H. M. S. Pinare.

During the latter half of the programme they gave the overture "William Tell" and a musical travesty "Dye Ken John Peel." Their final item was the grand military tattoo by Bogan, specially composed for the Royal Naval and Military Tournament held annually in London and performed by the massed bands of the Brigade of Guards at the Agricultural Hall and Olympia. This item was even more enthusiastically received than some of the earlier ones. The entire concert reflected most creditably on those who gave their services in its presentation and organization. Miss Capell was assisted by Mrs. Rose and Mrs. Gollie and tendered thanks to them. A souvenir programme, including photographs of the "J-Pans" in some of their numbers and the band of the Camerons, was provided by the concert party.



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MALWA	10,986	15th Oct.	Marseilles & London
NAGPORA	5,283	20th Oct.	Straits, C'bo, M'les & L'don
KASHMIR	8,985	29th Oct.	M'les, L'don, A'werp & Hull
MACEDONIA	11,120	12th Nov.	Marseilles & London
MONGOLIA	16,504	26th Nov.	Marseilles & London
MANTUA	10,946	10th Dec.	Marseilles & London
KASHGAR	9,005	24th Dec.	Marseilles, L'don & A'werp
MOREA	10,953	7th Jan. 1928.	Marseilles & London

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SANTHA	7,754	5th Nov.	S'pore, Penang & Calcutta

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ARAFURA	6,000	28th Oct.	Manila, Sandakan, Thurs
TANDA	6,956	2nd Dec.	Island, Townsville, B'hano
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TORILIA	5,205	6th Oct.	Moji, Kobe & Osaka
SANTHA	7,754	13th Oct.	Moji, Kobe, Osaka & Yokohama

MACEDONIA	11,120	15th Oct.	S'hai, Moji, Kobe & Yokohama
JEYPORE	5,218	25th Oct.	S'hai, Moji, Kobe & Yokohama
*MONGOLIA	16,504	29th Oct.	Shanghai & Kobe

TANDA	6,956	8th Nov.	Moji, Kobe, Osaka & Yokohama
MANTUA	10,946	12th Nov.	S'hai, Moji, Kobe & Yokohama
KHIVA	9,135	19th Nov.	S'hai, Moji, Kobe & Yokohama

KASHGAR	9,005	26th Nov.	S'hai, Moji, Kobe & Yokohama
ST. ALBANS	4,500	6th Dec.	Moji, Kobe, Osaka & Yokohama
MOREA	10,953	10th Dec.	S'hai, Moji, Kobe & Yokohama

KALYAN	9,144	13th Dec.	S'hai, Moji, Kobe & Yokohama
DEVANHA	8,155	24th Dec.	S'hai, Moji, Kobe & Yokohama
MALWA	10,986	7 Jan. 1928.	S'hai, Moji, Kobe & Yokohama

KHYBER	9,114	21 Jan. 1928.	S'hai, Moji, Kobe & Yokohama
KHIVA	9,135	28 Jan. 1928.	Shanghai, Moji & Kobe

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A HARBOUR BOARD.**GOVERNMENT MAY APPOINT AN ADVISORY BODY.**

The suggestion that Hongkong should have a Harbour Board has frequently been made.

The Government now proposes to establish a body of the sort, and the Chambers of Commerce have been consulted regarding the personnel. The Board is, however, to be an advisory body.

The Government's letter was read at yesterday's meeting of the Chinese Chamber of Commerce Committee, and was as follows:

"I am directed to inform you that the Government has under consideration a proposal to establish a Harbour Board for Hongkong to act in an advisory capacity with the following membership:

Chairman:—The Harbour Master.

Ex-Officio members:—The Director of Public Works, the Captain Superintendent of Police, the Manager of the Railway, the Superintendent of Imports and Exports and the Deputy Harbour Master.

Unofficial members: Three members recommended by the General Chamber of Commerce and nominated by His Excellency the Governor. Two members recommended by the Chinese Chamber of Commerce and nominated by His Excellency the Governor.

The Unofficial Members will be required to be British subjects.

I am to request you to be so good as to favour me with the views of your Chamber on this proposal, and if the Chamber is in favour of the proposal, with the names of the representatives recommended by the Chamber to serve on the Board."

The Chinese Chamber will nominate Messrs. T. N. Chau and Chau Yue-teng.

NOT SATISFIED.**HAWKERS PRESENT TALE OF PERSECUTION.**

The monthly meeting of the Chinese Chamber of commerce took place yesterday and there was a fair attendance of members present. Mr. Li Yau-chuen occupied the chair.

A good deal of commercial correspondence entered into by the Chamber during the past month was read by the secretary.

An interesting letter was received by the Chamber from a hawker who pointed out that since the authorities have taken the six Chinese detectives attached to the Hawkers' department into custody, the lot of the hawkers had become very much harder.

The letter stated that hawkers were arrested as soon as they started on their day's business. The charge was generally for squatting or for shouting their wares. The Chamber was asked to assist the hawkers in their plight.

The Chairman proposed that members of the Chamber be elected to investigate the grievance and ascertain exactly how far the complaints were correct. If they found that the hawkers were not being fairly treated the matter might be brought to the notice of the Secretary for Chinese Affairs.

Details regarding the method of investigating the matter were discussed.

DIOCESAN BOYS.**EXCELLENT PROGRESS MADE IN SPORTS.**

The Diocesan Boys' School term began three weeks ago, and the Committee and the Headmaster have lost no time in adapting the temporary premises at Mongkok. Grounds have been laid out and a strong fence erected, while two hard tennis courts, have been laid. A covered playground 60 feet by 25 feet will shortly be built at the corner of Nathan Road and Prince Edward Avenue.

This term cricket nets and cricket matting have been bought and on most evenings tennis, cricket and football are played. The standard of cricket at the school was never better, although there are weak places. Regular practice at the nets and the fielding practice which takes place after school, will no doubt help to improve the standard of cricket and produce more players.

There are 67 Boarders this term and about 160 Day Boys. The following appointments have been made during the year:

Senior School Prefect.—Chan Leung-chi.

Senior Boarders Prefects.—Wee Chai-ang and P. Waller.

Captain of Tennis.—Lee Ian-pit.

Captain of Football.—Pong Pung-fong.

Captain of Cricket.—D. Anderson.

The games masters are—Mr. E. C. Thomas (football), Mr. T. S. W. Chan, (tennis) and Mr. J. L. Youngsaye (cricket).

Teaching Chinese.

Football matches will begin next week, trial matches, senior and juniors having been held already in cricket and tennis the teams have already met with several successes.

With regard to school work there have been very few changes in the staff. All boys must learn Chinese and in this subject several English and Eurasian boys are making steady progress in writing, reading and speaking. Formerly many of these boys were able to speak a little Chinese but practically none of them learnt the characters, a thing which is now compulsory.

Mr. Law Lok-tin, Senior vernacular master and Mr. Tse Tseung, late of the London Mission, and a teacher who knows Mandarin and Japanese in addition to Cantonese, have been revising the syllabus and time table in Chinese during the year. Regular periods are now fixed for homework as well as for work in school. Next year it is hoped to introduce Mandarin into the two senior classes.

For science, chemistry and physics, Classes 1 to 4 use the science room which was fitted up at the new school, not the General Hospital. Mr. J. L. Youngsaye, B.Sc., and Mr. A. G. Prew, B.A., both old boys and graduates of the Hongkong University, are the science masters.

Flames, as variegated as a rainbow, that shot high above Murrell's Wharf, near Blackfriars Bridge, E.C., early on a recent morning, originated in a large cask of carbon bisulphide, one of a cargo from Germany landed on Tuesday night. The other casks were not affected, but tarpaulins and other articles made a big blaze. Seven fire-fighting appliances and 60 firemen arrived and the fire was put out with sand, water being useless against the gas generated.

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Hongkong, September 26, 1927.

TRADE REVIVAL.**CHINESE CHAMBER DISCUSSION.**

In Committee yesterday the Chinese Chamber of Commerce discussed the steps to be taken regarding trade revival in Hongkong. It is understood that views of members presented their views on the problem and from these suggestions the Chamber will select the most practical scheme and present it publicly in due course.

It was brought out in the meeting that the Chamber had received indications from the Government that a commission will be formed to enquire into Strikes and Labour Movements in Hongkong. The meeting supported the idea and will, if invited, send a delegate to the commission.

A letter was received from the organisers of the Macao Photographic and Art Exhibition asking the Chamber to send a representative to act as judge in their forthcoming competition. A representative will be elected.

PASSENGERS.**ARRIVED.**

Per a.s. Khyber, from Shanghai, September 30.—Mr. P. Y. Au, Mr. R. H. Beer, Col. Russell Brown, Mrs. Hayley Bell, Mr. S. L. Chao, Mr. Chan Pak-ming, Colonel Ensor, Col. F. S. Exham, Mr. E. R. Harrison, Mr. Mrs. and Miss Lin, Mr. Lan Wing-kai, Mr. J. F. Lloyd, Mr. J. Lam, Col. W. S. Mackenzie, Capt. N. C. Parkes, Mr. A. Quinnell, Col. G. E. Rice, Major and Mrs. Carrington, Mr. H. J. Shen, Lieut. Sixsmith, Mr. J. L. Waters, Mr. J. Ward.



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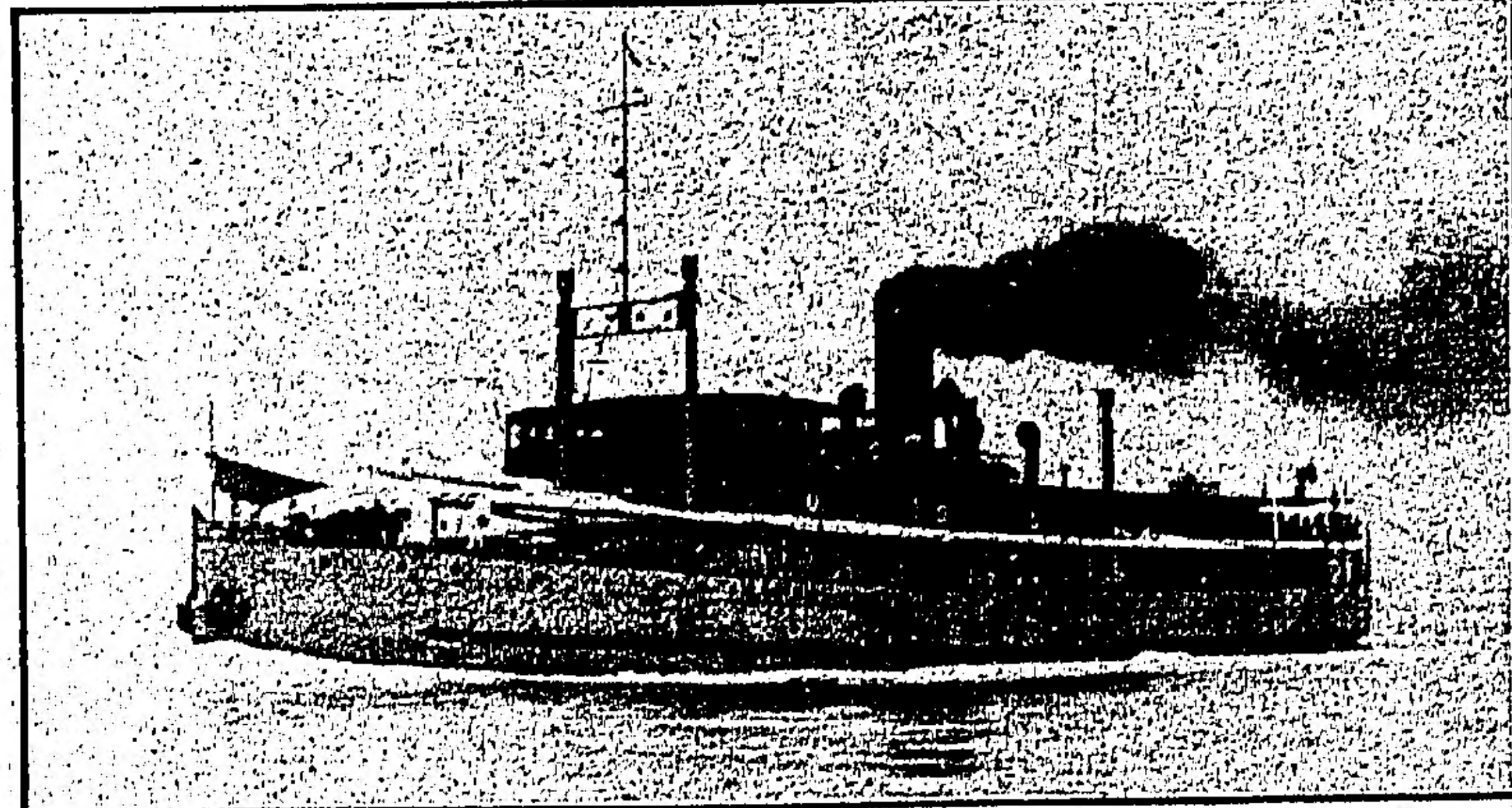
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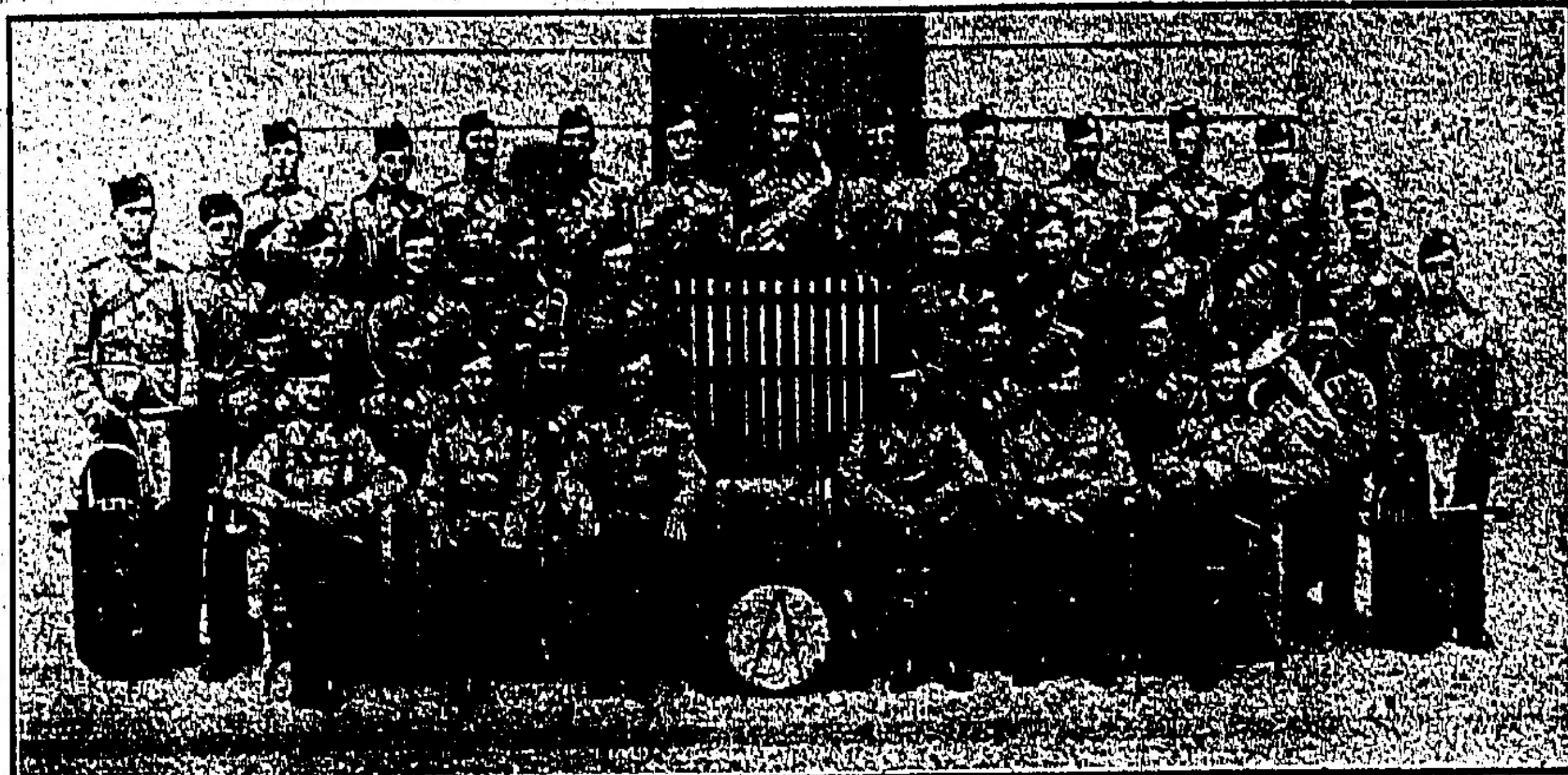
THE AMERICAN EXPRESS CO., INC.

4-A, Des Vaux Road, Central,
Hongkong.

A 12-year-old Birmingham lad who swallowed a needle was taken to hospital, where an X-ray examination showed the needle in his stomach. The needle was removed during an operation.

A letter from Bating dated July 22, states that the Duncan-McLeod party consisted of five, though robbed of many of their belongings, were not hurt and they have continued their journey.

Printed and Published for the Proprietor by FREDERICK
FRANKLIN, at 1 and 8, Wyndham Street, in the City of
Victoria, Hongkong.



The band of the 1st Battalion, the Cameronians (Scottish Rifles).

WHAT U.S.A. THINKS
OF BETTY.

MISS WILLS'S TRIBUTE.

New York, August 31.
"What will Betty Nuthall do when she is as old as Helen Wills?" is the question everyone is asking after the plucky fight put up by the English girl in yesterday's match with the American champion. It is pointed out that Miss Wills did not reach the finals for the first time till she was almost a year older than Betty Nuthall, and then did not make as good a showing, for she lost to Mrs. Mallory 6-3, 6-1, while Betty lost 6-1, 6-4. The year after Miss Wills came back and almost sent Mrs. Mallory into oblivion.

It is thought highly improbable that Betty Nuthall will be able to treat Miss Wills in any such manner next year, but it is freely admitted that she will probably one day become the best woman player in the world.

"She plays a remarkable game," said Miss Helen Wills, who is now both British and American champion, after the match. "She has unusual strokes power and real confidence to go with it; and she is so attractive too!"

To the American public Miss Wills "hit the nail on the head" with her last words. In the pictures published in the early editions of this morning's papers Betty Nuthall is shown congratulating her conqueror, and the smile of the English girl reminds many of Ruskin's words: "The English laugh is the purest and truest in the metal that can be minted."

"A Bonny Girl."

"To every one of the eight thousand people in the gallery Betty Nuthall was a bonny girl. When she made a placement there was thunderous cheering, and when she scored on Miss Wills' errors the gallery could not refrain from applauding. She was for the day England's Ambassador of goodwill."

A feature of the play itself was the spectacular rally in the second set. Miss Wills had taken five games in a row from the opening of the set with the loss of only six points. Instead of "folding up" in the face of this Betty proceeded to break through Miss Wills' powerful service twice and by frequent changes of pace and length extended her nearer to breaking point than any other player has this season.

The doubles final of the women's championship, won by Mrs. Godfrey and Miss Harvey against Miss Nuthall and Miss Fry is regarded as one of the best and most exciting of the week. The team work of the English players was exceptional, and they battled for victory as though they really enjoyed it.

A door-knocker known as "Anne Boleyn's Knocker" has disappeared from the door of a house in the Dean's Cloister at Windsor Castle. It is thought some souvenir hunter has stolen it. The knocker consisted of an officer's spur of the Tudor period. The Dean's Cloister is one of the most interesting relics of mediaeval architecture within the castle, and it is said that Henry VIII's ghost haunts it. Anne Boleyn is believed to have occupied the house.

HOW MUCH DO YOU KNOW?

The following are the replies to to-day's questions:—

1. Sir H. Irving; Henry Brodribb. 2. Christopher Marlowe; "Dr. Faustus." 3. Sir A. Pinner; Henry Arthur Jones; J. Harley; Manners; G. Bernard Shaw; W. Somerset Maugham. 4. Technically the arch of the stage. 5. "The City of Dreadful Night." 6. William Berkeley, sixteenth century scene painter; Joseph Harker, 1855-1927. 7. Sybil Thorndike. 8. Room in theatre set apart for social use of players; traditionally supposed to be decorated in green. 9. "Pavlo and Francesca." 10. Mr. G. S. Street, M.V.O. 11. "The Little Minister." 12. Final full dress rehearsal.

INSECTS USED TO
FIGHT PESTS.EXPERIMENTS IN NEW
ZEALAND.

Research in regard to pests and their extermination has recently produced interesting results in New Zealand. The work has the support of the Empire Marketing Board, and is of the utmost importance to this Dominion, since imported enemies are making heavy inroads into the productive many districts.

At one time New Zealand endeavoured to cope with the pests by applying the control methods practised in other countries, but it has long been evident that this does not go far enough. On new ground the weeds and insects which have been introduced into the country discover new energy and develop greater rapacity and new powers of resistance to man and their natural enemies. As trout and deer have thriven to an extent far surpassing the records of their native lands (so much so that the deer are now accounted feral), so rabbits, gorse, blackberry, some birds, and many insects have become lusty and predatory to a degree undreamed of when they were introduced. Now attention must be concentrated on discovering new agents to fight these foes.

The task is being pursued with care, for experience has taught the need for caution. It is stated, for example, though the facts are not beyond dispute, that stoats and weasels, brought here to destroy rabbits, have turned their attention instead to the native birds and by waging war upon them have made it possible for timber-destroying insect life to get the upper hand. As the agents now sought are chiefly in the insect world, the greatest care is given to a study of their habits under controlled conditions before releasing them to a freedom in which they may develop new ways of life. Some assurance is required that they will do the work that they are brought to do. Having given them free passage as labourers, New Zealanders do not wish to see them settling down as landed proprietors.

In this investigation excellent work is being done under the direction of the new Government Department of Scientific Research, which serves as a co-operating centre for public and private study. The Cawthron Institute, founded by private benefactions, has been specializing particularly in entomological research, and already Professor Tillyard, who directs this branch of the Institute, has been able to report encouraging progress. To fight the woolly aphid the *Aphelinus mali* has been imported and has fully justified its trial.

The "Noxious" Blackberry.

Attention is being given to insects which will check the ravages of blackberry. Many years ago some settler brought a blackberry plant to New Zealand, probably to remind him of his old home. Now in some districts there is more blackberry than old home. All ordinary means of eradication have failed to rid infested districts of the noxious weed, or even to check its growth on land too steep for cultivation. Therefore science has called to its *Corobus rubi*, an insect which has up to the present a clean record for discriminating between blackberry and raspberry. The young larvae of this insect work down the root-stocks of blackberry plants and then up again. One will destroy a young plant. The first consignment of insects is now under observation at the Institute. None has yet been released for field work.

Other experiments are being made with fogs of ragwort, gorse, and foxglove, and these experiments have illustrated some of the problems to be solved. It is always a simple matter, for instance, to acclimatize the insects and to ensure continuity of broods under conditions which are different from those of the home country.

BROTHER AND SISTER
OUTLAWS.GIRL'S ESCAPE FROM ZAGREB
PRISON.

Belgrade: A Yugo-Slav outlaw of considerable romantic interest has escaped from Zagreb Prison.

This is Stoyana Markovitch, the sister of Voukashin Markovitch, a famous Montenegrin outlaw and political refugee. Voukashin Markovitch, who is a young doctor, caused the Yugo-Slav authorities considerable trouble shortly after the war by his activity on behalf of Montenegrin independence. It will be remembered that a large part of the population of that small mountain kingdom took to inclusion in Yugo-Slavia very badly, and a guerilla war for independence was carried on for many months by a few determined spirits.

Among these were Dr. Markovitch and his sister, Stoyana. These two, in excess of national feeling, fell back on Communistic theory, and apparently considered that only through a Balkan revolution could the province to which they belonged obtain its "liberty." The two were eventually captured, but before the trial the brother had disappeared—said to have gone to China by way of Moscow, and to have taken up a commissary's post there. The sister, a girl of eighteen at the time, also escaped, but was recaptured twice. She was sentenced to life imprisonment, last year, on counts of murdering a gendarme and another outlaw, who had wanted her to become his mistress. Last autumn she was transferred to the Zagreb women's prison, and appeared to be resigned to her fate.

Recently she was visited by her second brother, Radoye, a privilege allowed once in two months. The interview took place in the presence of the woman governor of the prison, but by a sudden dash to the door and out of the prison to a motor-car awaiting them, the two actually managed to escape before help could be summoned. The escape appears to have been carefully planned, and the police can find no trace of the runaway.

For example, 2,000 adults of *Apion ulicis*, imported to attack gorse, arrived when there was no gorse in flower, and most of them died.

An interesting fight is being waged against the earwig, now a pest to Southern fruit-growers. Two natural enemies have been imported—*Raccodindure antiqua* and *Diplochaeta setipennis*. These are parasitic flies which have proved of value in Europe. The former works by laying a diminutive egg upon the earwig's feeding ground. All unsuspecting the earwig eats the egg, which hatches out a voracious larva. The larva, with curious inversion of the laws of hospitality, promptly proceeds to eat the inside out of its host. The second parasite produces a larva which bores into the shell of the earwig and then begins to eat and make merry.

According to all the rules of the game, this is what should happen; but under observation the New Zealand earwigs appeared to develop a new and wonderful instinct for self-preservation. They left the death-laden eggs severely alone and avoided with the greatest circumspection the embraces of the devouring larvae. It is possible that the parasite may have more success if its entry into the world is timed to coincide with the period when the earwig's shell is softer and less impervious to attack. The net result of the experiments so far is that the earwig has won the first bout, and Professor Tillyard has increased respect for the intelligence of the enemy. However, he is proceeding with his investigations. As he says himself: "If the earwig has more intelligence than the Department of Research it will win."

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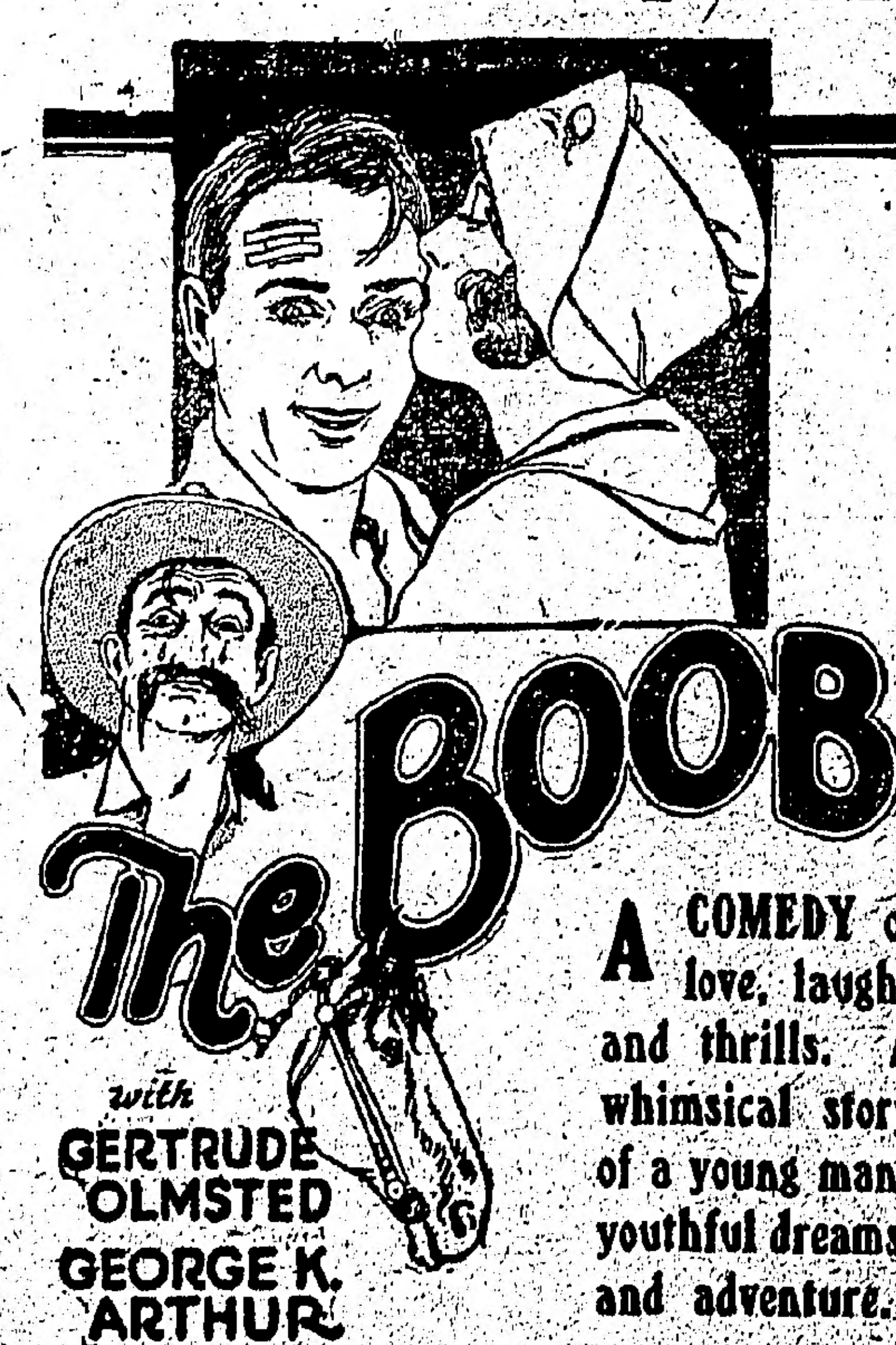
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